Issue 156

PS

1965 Series

THE PREVENTIVE MAINTENANCE MONTHLY

Will Eisner

SPECIAL FEATURE
TM 38-750 CHANGES
Pages 2-7

FOR THAT "KNOW-HOW"

TRY TECHNICAL ASSISTA

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You're hurtin' – mechanics, supply men, operators have been shipped out. New men need plenty training.

Where can you get some help – quick?

You pass the word along. Your own commanding officer sends out an SOS to support. The support unit could send military specialists, or – they could ask for help from maintenance technicians assigned in your area. These technicians are civilians and are real whizzes on maintenance and supply. They're used as instructors.

The maintenance technicians may be right on post or in your local area. If not, word gets passed along through channels to the commodity command national maintenance point that provides your equipment. There are five U.S. Army Commodity Commands: Mobility, Missile, Weapons, Munitions and Electronics. The Mobility Command's Tech assistance is handled by three NMP's; Aviation Materiel Command, Tank-Automotive Center and Mobility Equipment Center.

The maintenance technician comes out and helps your CO work out solutions to your unit's maintenance and supply problems and technical difficulties with your gear. He may make recommendations on how to improve maintenance service, equipment records, and supply of repair parts, tools and test equipment.

And, if the CO wants him to, he'll plan, set up organizational schools and instruct so you'll have qualified men to operate and maintain equipment or to take care of supply.

It may take hours or days for the men in your outfit to get up-to-snuff on your equipment and its maintenance. The technician will work right with your outfit till he's sure the "know-how" is there.

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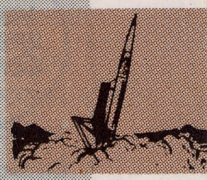

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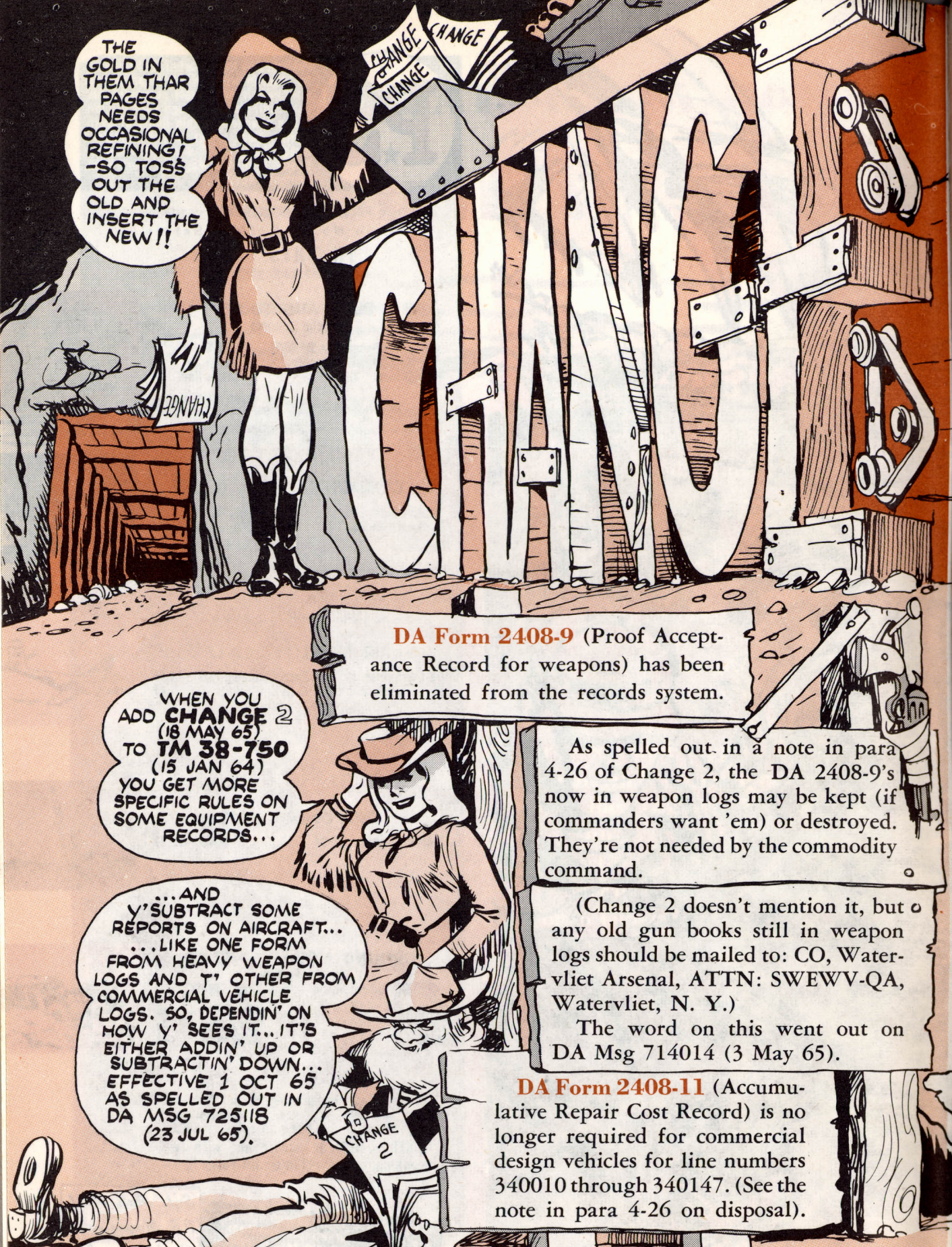

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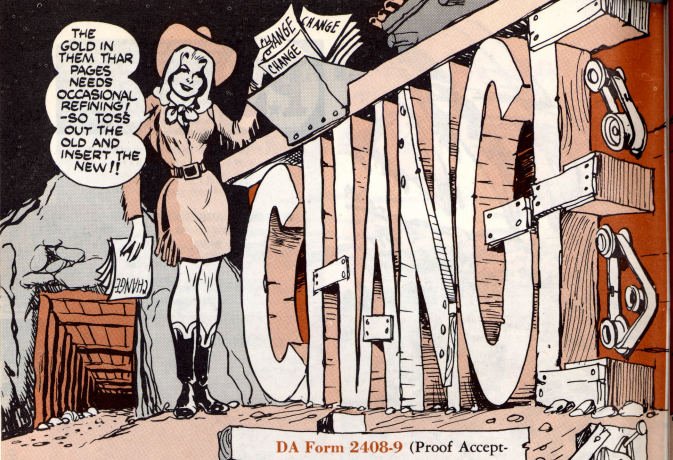

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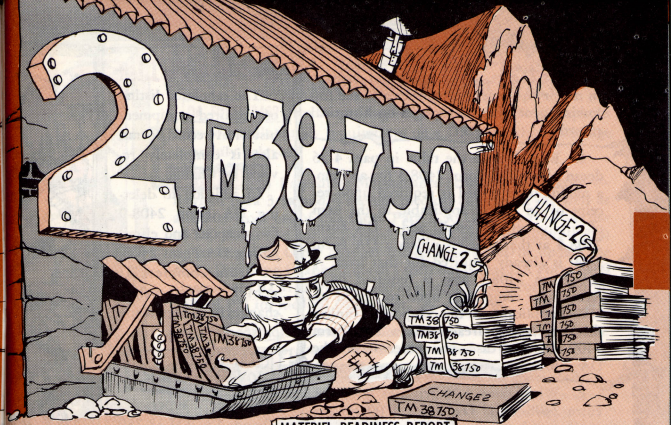

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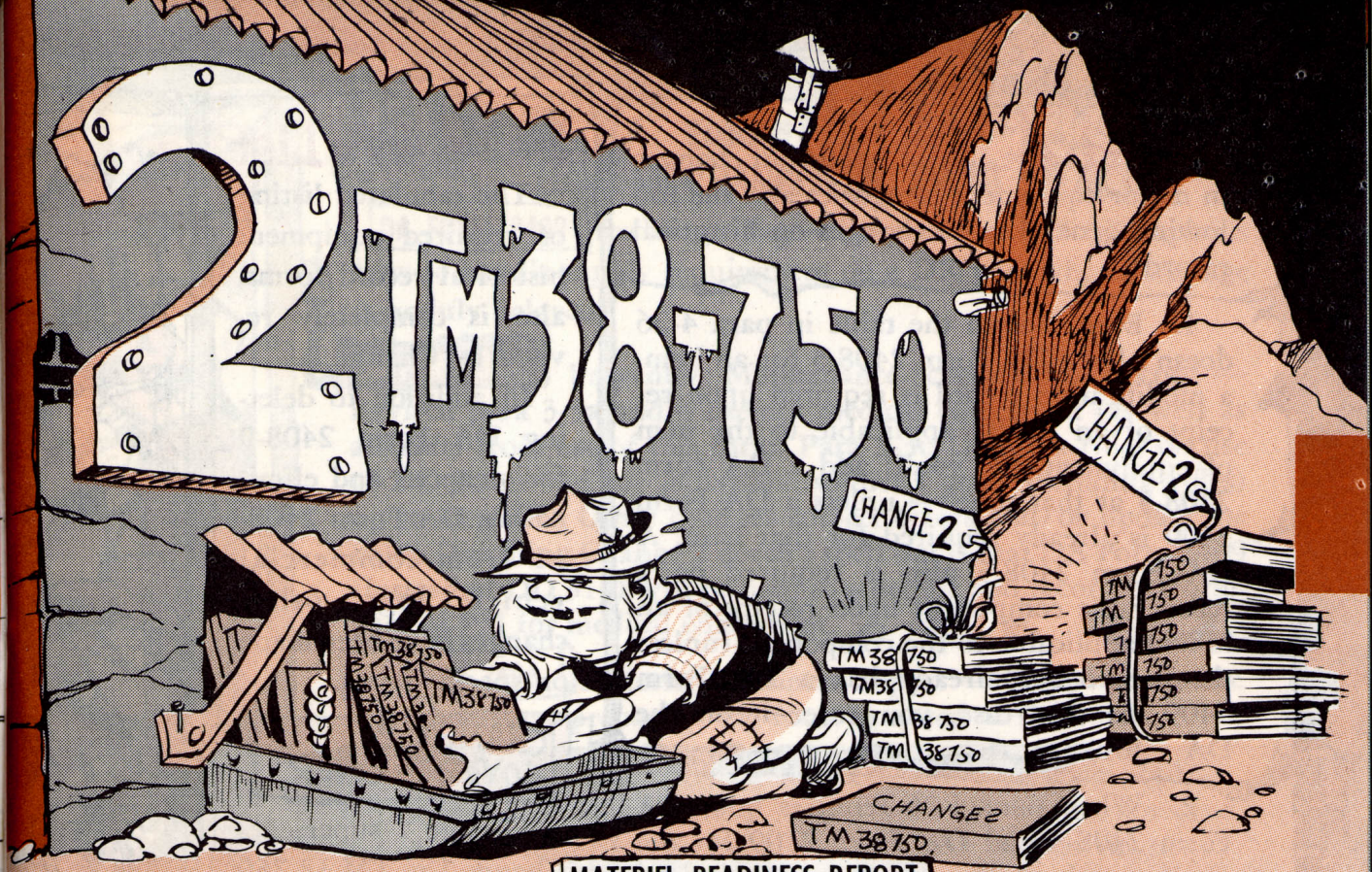

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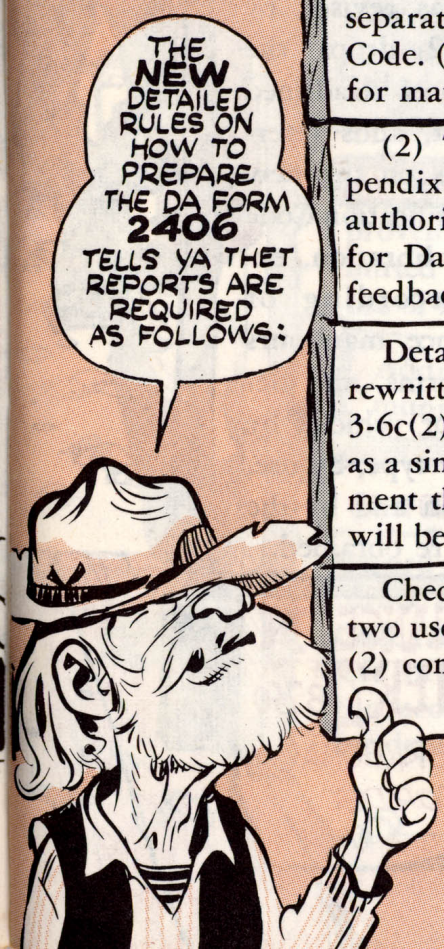

MORE

Para. 4-26

spells out changes in major equipment categories and the following general rules changes on historical records:

1. Even though the table in para 4-26 doesn't list a DA Form 2408-5 for an item, a modification record is required upon receipt of an MWO applicable to the item of equipment. So, you'll add a DA Form 2408-5 at that time — unless a DA Form 2409 is already required for that item. A DA Form 2408-5 also is required on a recoverable component upon receipt of an MWO applicable to the component (unless the component already has a DA Form 2409. In that case, you enter it on the DA 2409).

2. When para 4-26 requires both DA Form 2408-3 and DA Form 2409 for the equipment item, organizational repairs and periodic inspections will be recorded on DA Form 2409 only if a cumulative repair cost record is required.

3. Historical records as listed in para 4-26 for communications and electronic equipment are required for the item whether or not it's a part of a major system.

4. Even when designated as administrative-use motor vehicles, tactical and support vehicles (lines 330010 through 330310) are required to have the historical records X'd in on their line numbers.

5. When equipment is truck or trailer-mounted, log book records for the vehicle and the mounted equipment will be kept in a single binder.

6. When para 4-26 doesn't prescribe a log binder, all log book records for items with that line number assigned to a unit may be kept in one log binder.

Para 4-26 List

The tabulated listing of required equipment historical record forms, also is completely revised by Change 2.

In addition to deleting DA Form 2408-9 for weapons and eliminating DA Form 2408-11 from commercial vehicle logs, other changes have been made on specific items.

CHANGE 2 COVER TO COVER

Change 2 supersedes Change 1 to TM 38-750 and a stack of DA messages.

The introduction to the TM as revised by Change 2 drops the definition of deadlined equipment, adds reference notes on the new Unit Identification Code and on calibration, explains recording of maintenance manhours on the forms, and defines motor vehicles by design, by type, by use, by location and by the way they're obtained.

NO CHANGES IN CHAPTER 2 OF TM 38-750 ON OPERATIONAL RECORDS.

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HIGHLIGHTS ON MAINTENANCE RECORDS

NOTE FORMS NOT LISTED HERE HAVE NO CHANGES ON 'EM TO SPEAK OF

DA FORM 2407 Exchange Tag — Revised para 3-2c(2) explains how to handle supply requirement on a DX part when exchange is unduly delayed.

DA FORM 314. Preventive Maintenance Schedule and Record — Revised para 3-3a and b exempt medical equipment (as well as aircraft) from use of this form. Para 3-3c(1) leaves rules on use of DD Form 314 for individual soldier's gear (including rifles) up to local CO. Other changes correct errors and/or update the rules. One thing Change 2 doesn't spell out is that DA Form 2409 (instead of DD 314) will be used to schedule and record performance of PM for medical equipment.

DA FORM 2406. Materiel Readiness Report — Complete rewrite with details on preparing the form as noted at the outset.

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PARAS 3-7.8 AND 3-7.11 have been deleted. All Equipment Improvement Recommendations must now be prepared and submitted separately and will no longer be combined with any other use of DA Form 2407. Follow the rules in para 3-7.4.

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DA FORM 2410. Component Removal and Repair/Overhaul Record and DA 2410-1, Transaction Report — Changes on these forms are the requirement to use the new Unit Identification Code (AR 18-50), to enter the component failure code at the upper left corner above the control number, and addition of procedures for recording FSN changes and for depot assembly line use.

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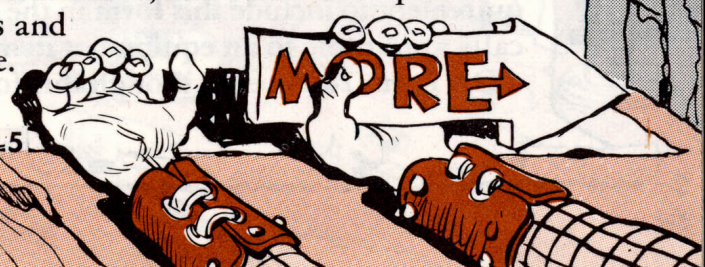

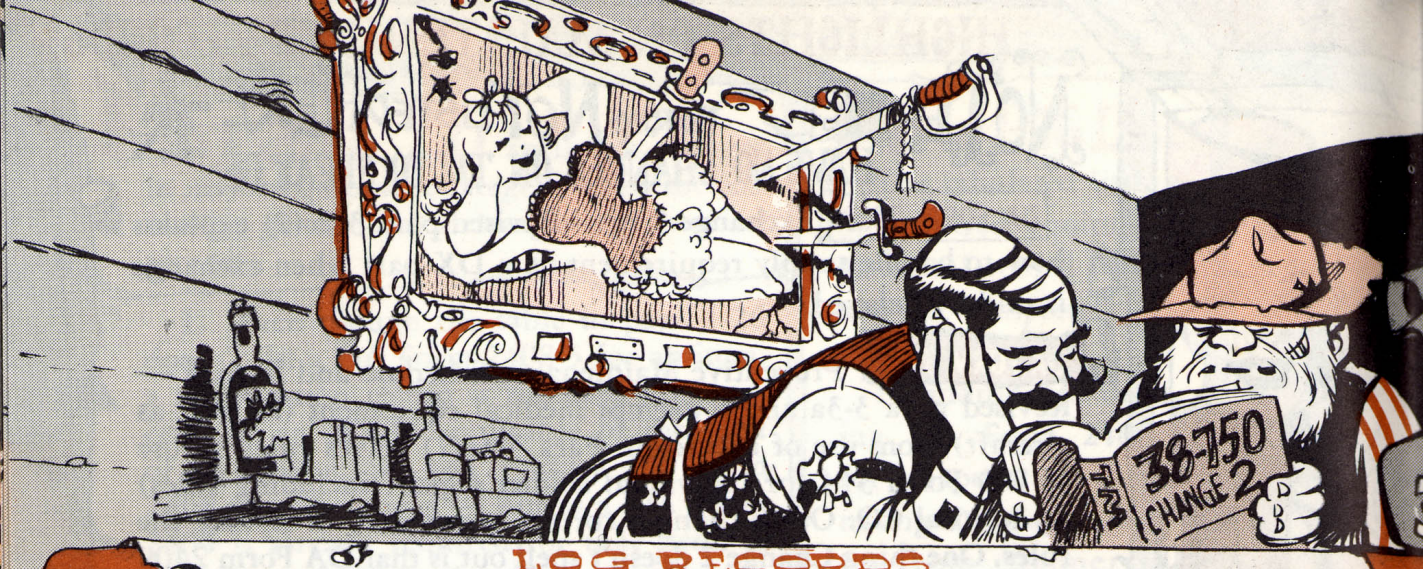

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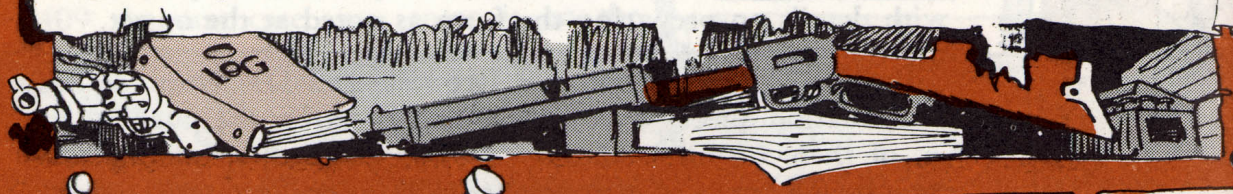
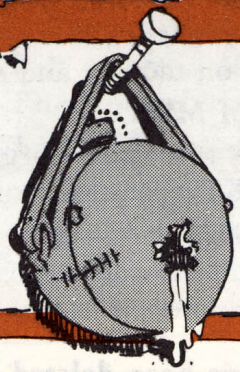


DA FORM 2408-1

Equipment Daily or Monthly Log



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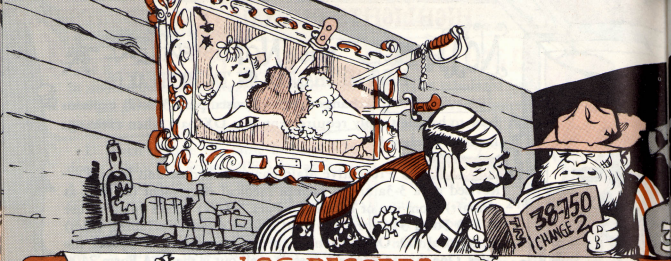

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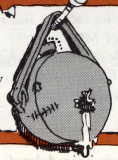

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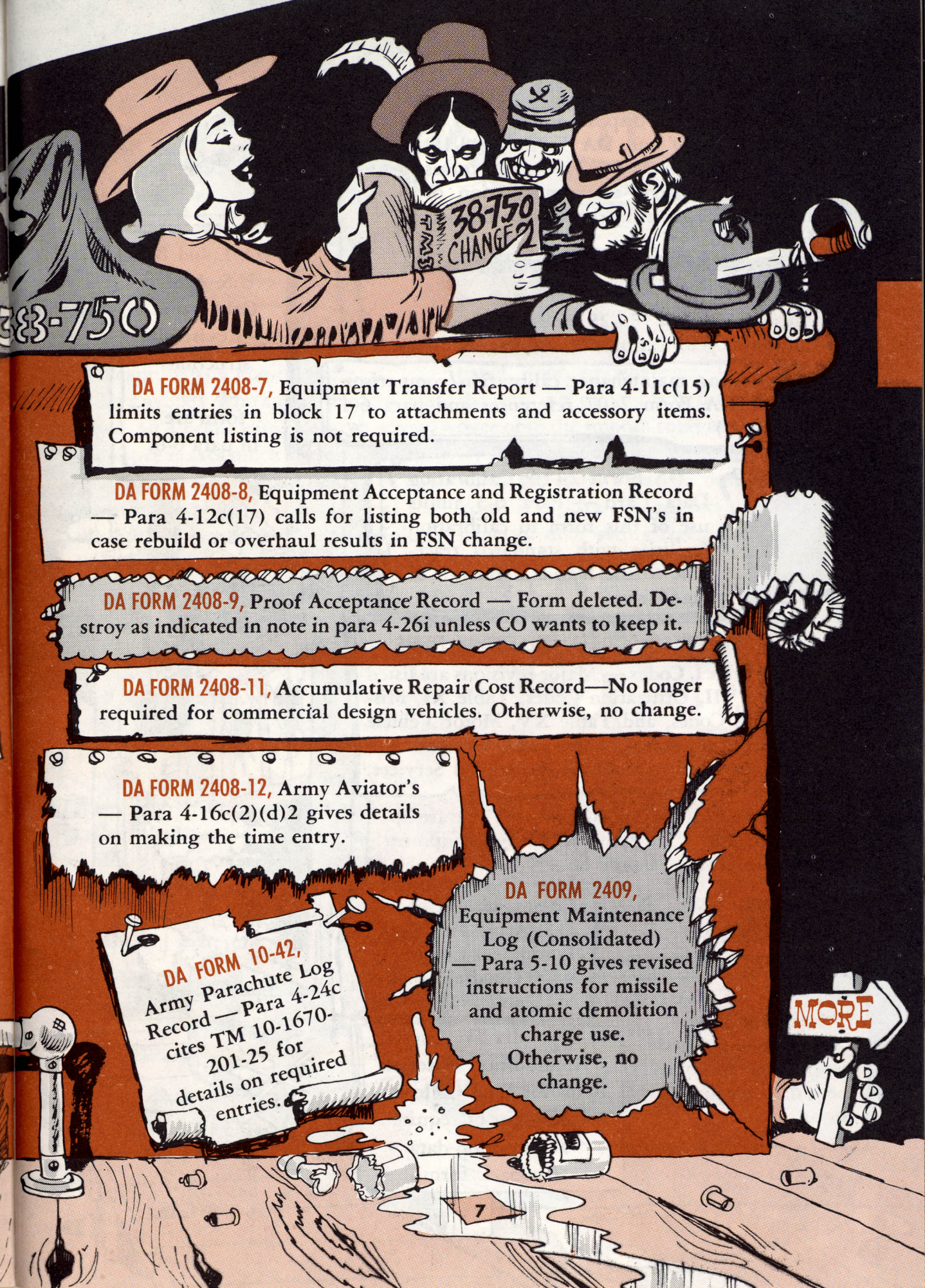


Para 4-25 adds disposal instructions on DA Form 2409 and DA Form 2408-18. Disposal instructions for 2400-series forms no longer required after publication of Change 2 are given in the note at the end of para 4-26.

CALIBRATION RECORDS

Para 6-2 cites AR 750-25 for definition of terms in connection with calibration actions.

(For requesting maintenance calibration/comparison check, see DA Form 2407 references and para 6-4 of Change 2.)

DA Form 2416, Calibration Data Card — Para 6-3 limits use of this form to calibration facilities with standards traceable to the National Bureau of Standards.

DA Label 80, U.S. Army Calibration — Revised instructions on this form are in para 6-6.

CODES, ADDRESSES, DATA COLLECTION ITEMS

Appendix I, Codes — Major revisions are listed in Table VII, Utilization Codes, Table XI, Miscellaneous Codes, and Table XV, Motor Vehicle Use and Supply Status Codes. The Q service definition is corrected in Table X, Scheduled Services.

Appendix II, Mailing Address — These are updated, but the U.S. Army Mobility Equipment Center address now should be:

Commanding General,
U.S. Army Mobility
Equipment Center,
4300 Goodfellow Blvd.,
St. Louis, Mo., 63120.

Appendix III, DA List of Items for Data Collection — Revised list of required equipment data feedback forms.

Appendix IV, List of Ammunition Materiel Items for Data Collection — New list of required ammunition data feedback forms.

THE END

A screw on the loose is about as easy to recapture as a goosed goose.

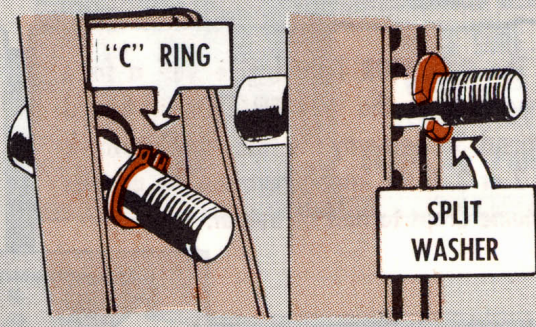
To anybody who's ever tried to run down an uncaptivated captive screw, the above makes much sense. When the screws are backed out, like they're not supposed to be, they seem to head for the nearest crack or other convenient hiding place . . . there to stay lost forever.

Trying to replace many of the captive screws on commo equipment can turn a supply man's hair white. There are no FSN's, and about the only way you can get 'em is to have a general support shop make them.

Which brings up the moral: Captive screws are made so that you don't have to back 'em out to free whatever they're holding. So-o-o-o, keep 'em captive.

If you want to insure that they'll stay captive, try this:

Grab a spare nut that'll thread onto the end of the screw when it's thru its panel, door, or whatever. Turn it all the way up the threads until it flops over onto the smooth shaft of the screw . . . and let it stay there. That way, when the screw's backed out, the nut keeps it captive . . . but lets the cover, panel or door swing free.



Another simple fix is to open a split washer, slip it on the smooth shaft of the screw, and close the washer with pliers. An "E" ring or "C" ring pressed over the shaft will work the same magic.

The big thing is: Keep the screw captive . . . the best way you know how.

IF REVERSED . . .

KNOBS'LL KNOCK COMMUNICATIN'

Screws been jigglin' loose, lettin' the knobs on your RT-77( )/GRC-9 receiver-transmitter pop off?

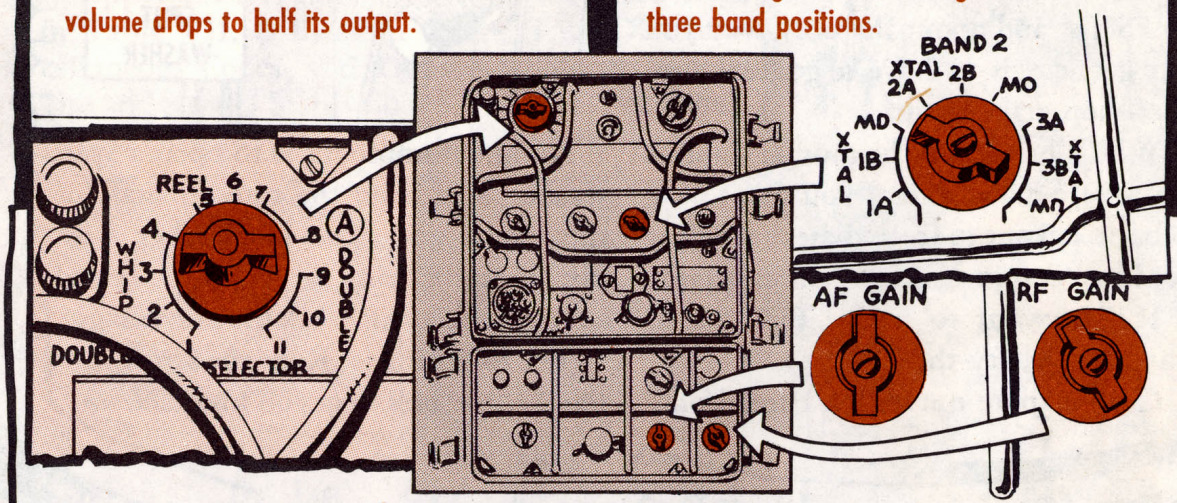
No sweat. Just get 'em back the way they belong.

You gotta watch puttin' on the knobs for the ANT SELECTOR, XTAL-MO BAND and AF and RF GAIN controls. They'll cut peak performance of that ANGRY-9 series radio set if they're installed backwards.

For making sure the knobs are on like they're supposed to be, use the light finger-turning test.

The INDICATOR light'll give you a false impression if the ANT SELECTOR is turned around. So, best way's to turn the white mark to 2 or 3. If the knob's reversed the doublet volume drops to half its output.

The XTAL-MO BAND selector knob is on wrong if the indicator light doesn't burn on Band 2, but does on Band 1 and 3. With the knob on right the bulb oughta burn in all three band positions.



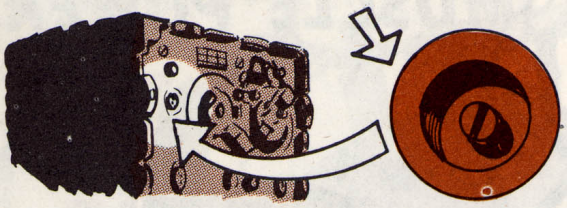
Spotting backward RF GAIN and AF GAIN knobs on the receiver section of your set's no problem cause you have two tests to go by.

First, you'll get only one-half or less of normal sensitivity output; and second, the knobs'll move only in a 90-degree arc. If they're like they oughta be, the knobs'll rotate 300 degrees — or almost in a complete circle.

And remember . . . to keep your knob screws from backing off, use a dab of varnish or glyptol after tightening 'em.

WHEN JAMMED

A WRENCH'LL WRECK AN RT

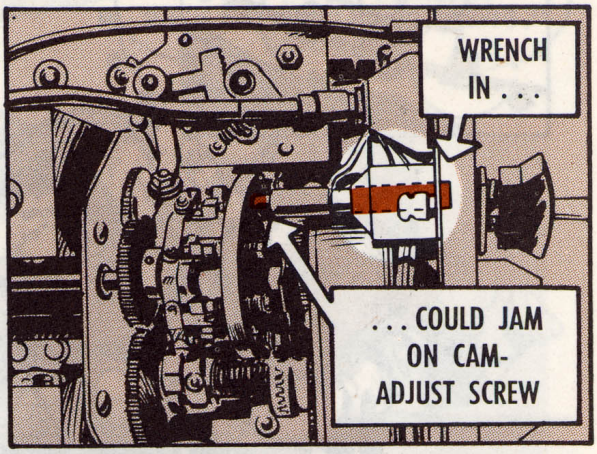


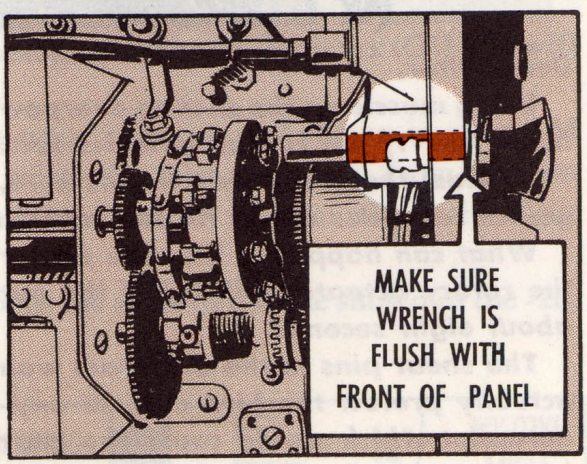
Ah, ah, ah! Don't touch that dial . . . ! . . . That is, not until you're sure the TR ANT TUNE spring-loaded wrench is flush with the panel on your RT-66, -67, or -68 receiver-transmitter.

If the spring's weak or grit jams the wrench onto a cam-adjust screw, a turn of the MCS knob'll shear the flexible shaft.

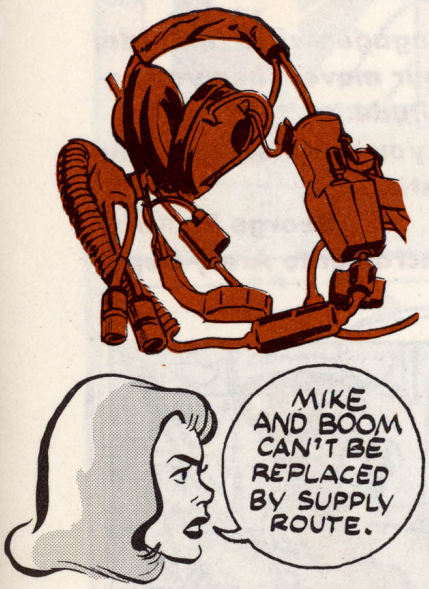
The same's true with the TENTH MCS knob. You might make a coupla twists of the wrist before anything happens. But, after that . . . kaput. You wind up with a broken C101 capacitor shaft.

So, instead of lettin' it do your receiver-transmitter in, see to it the wrench comes out when you take the pressure off the screwdriver.





HERE'S A LIVELY NUMBER

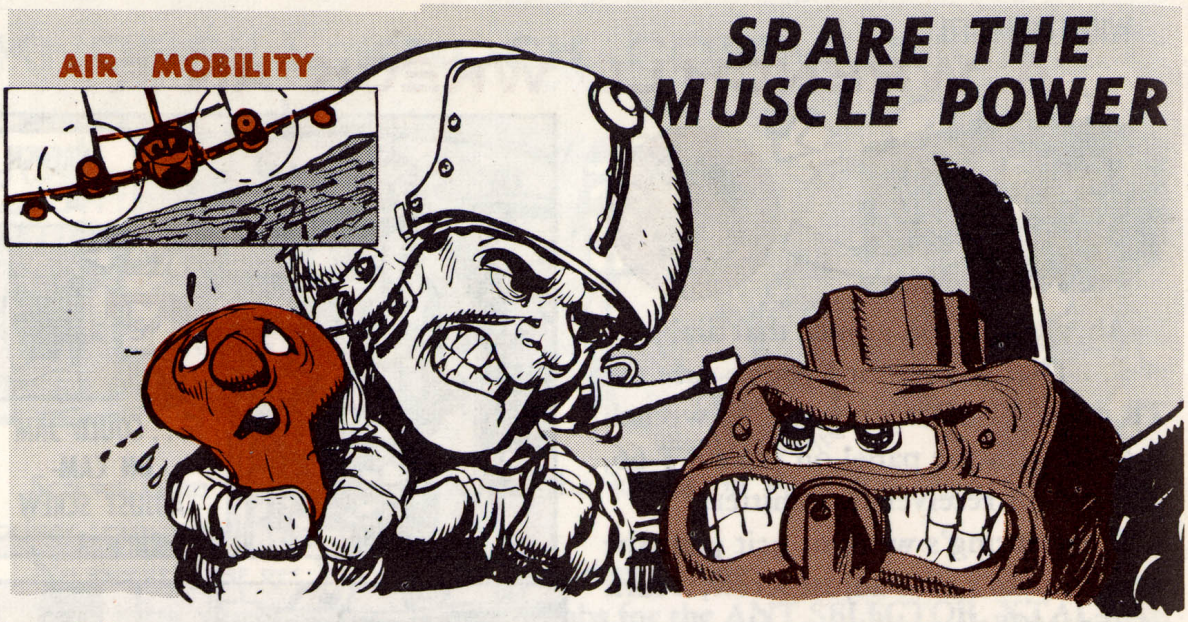


You getting a little run down at the heels trying to locate the right FSN for the H-161/U headset-mike?

Come out of the supply forest, then, and forget the FSN that's in the Functional Parts List of TM 11-5965-262-23P (Oct 62). What you need to shake an H-161 loose up the line is FSN 5965-825-4871.

And since you're in a supply mood over the headset-mike, you might remember that its mike and boom assembly can't be replaced via the supply route. Which means you cannibalize . . . or buy the whole rig.

You might pass that info along to your operator buddy in the armor rig. If he gets careless with the mike boom, he'll cost the unit quite a few francs for a new headset-mike.



Dear Editor,

Using muscle on the stick to overpower the AN/ASW-12 autopilot in the Mohawk (OV-1) can run an avionics section ragged — keeping up with repairs.

At least that's the way it was here, until we passed along to aviators a gentle reminder about all the transistors we were replacing.

What can happen is that the power transistors in the motor drive circuit of the rotary actuator will fail if the autopilot is overpowered for more than about eight seconds.

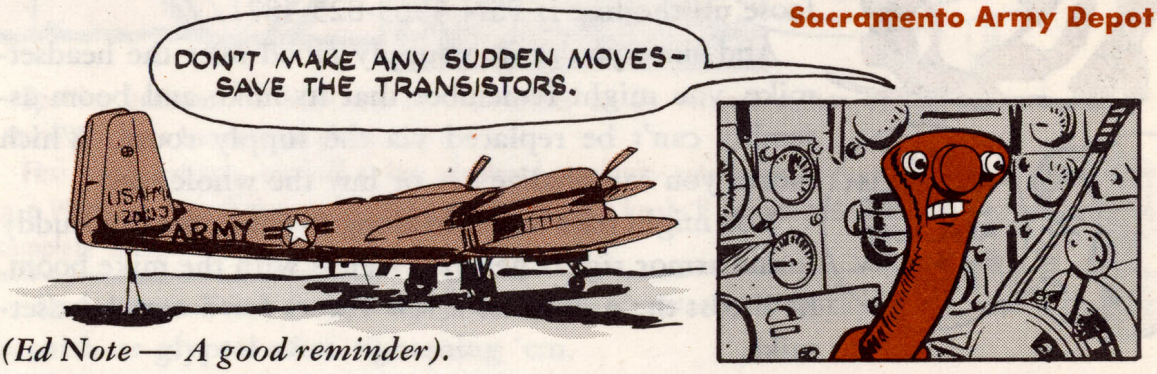
The shear pins in the actuators won't save the transistors, either. The pins actually protect the bird against any electrical or mechanical trouble in the autopilot which would cause the gear train on the actuator to lock. If this happens, muscle power can be used on the stick to shear the pins and give the pilot manual control.

When making a normal climb or dive, tho, no muscle power is needed. You use the pitch control "beep switch" on automatic pilot flight controller C-3107/ASW-12.

To use the pitch control you disengage the vertical engage switch (altitude) on navigation coupler CU-792/ASW-12(V) and make your move. Then you engage the vertical engage switch again at the new altitude.

Of course if you have to change altitude in a hurry, you can disengage the autopilot by pressing the pilot release switch on the stick.

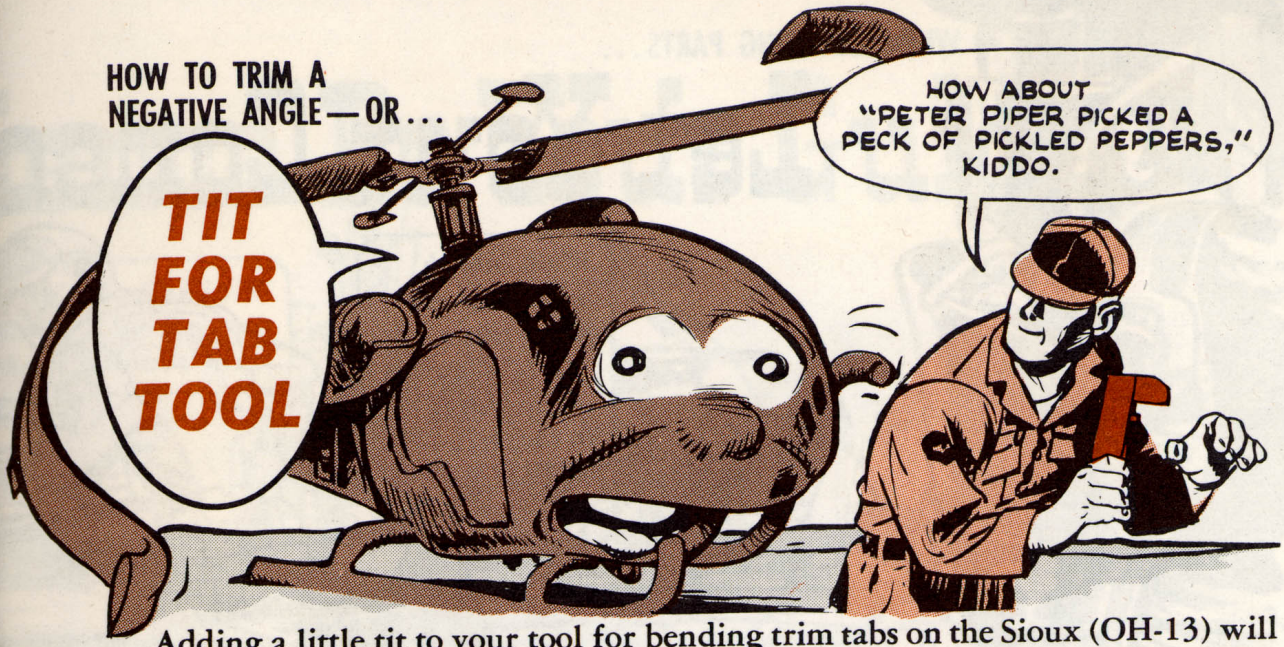
George M. Kirby
Sacramento Army Depot



(Ed Note — A good reminder).

HOW TO TRIM A NEGATIVE ANGLE — OR . . .

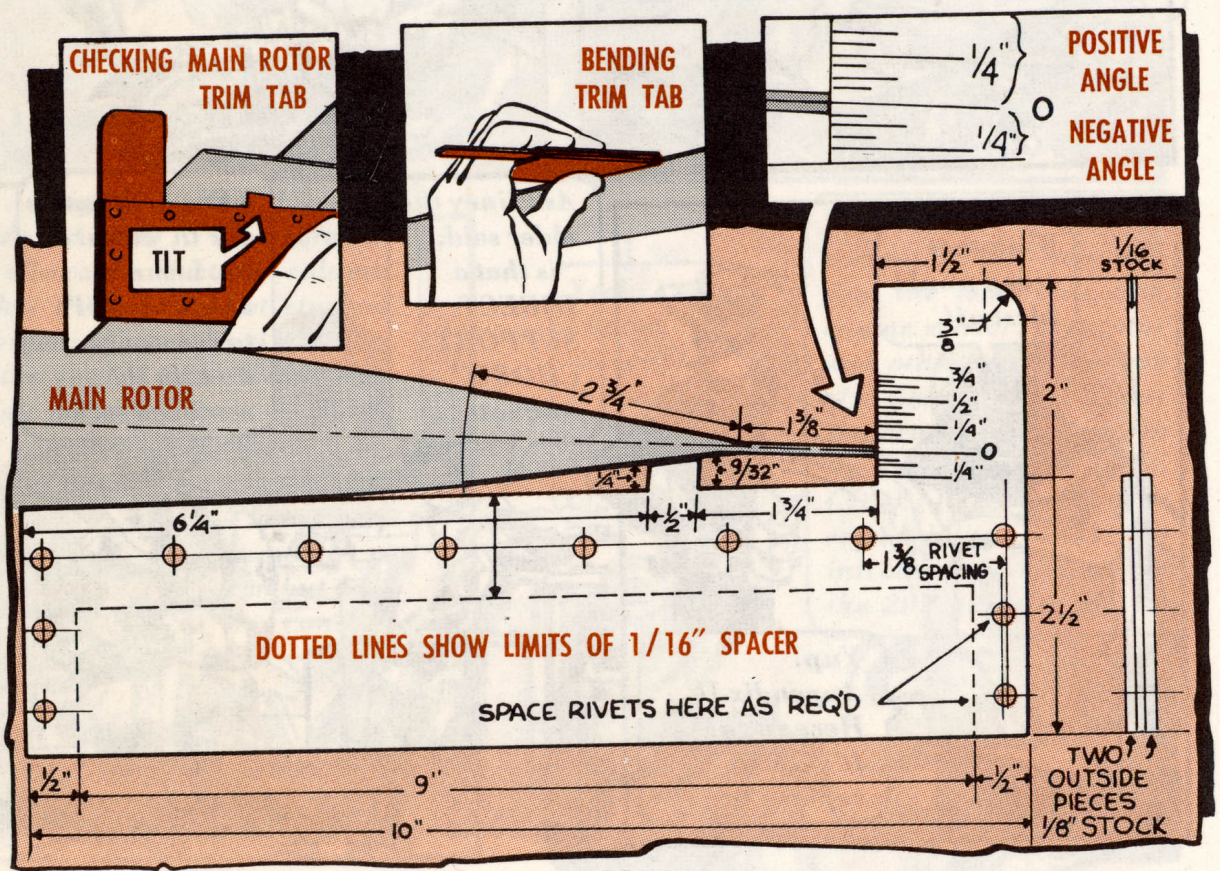
TIT FOR TAB TOOL



Adding a little tit to your tool for bending trim tabs on the Sioux (OH-13) will also let you measure negative trim.

It's just a minor addition to the main rotor trim tab tool shown in your TM 55-1520-204-20 (1 Jun 65). But that tit raises the trim tab away from the rest of the tool enough to let you read minus zero inches of trim along the right hand side of the tool.

The tab bending part of the tool is about the same as the one shown in the -20, except that the parts are a little larger.

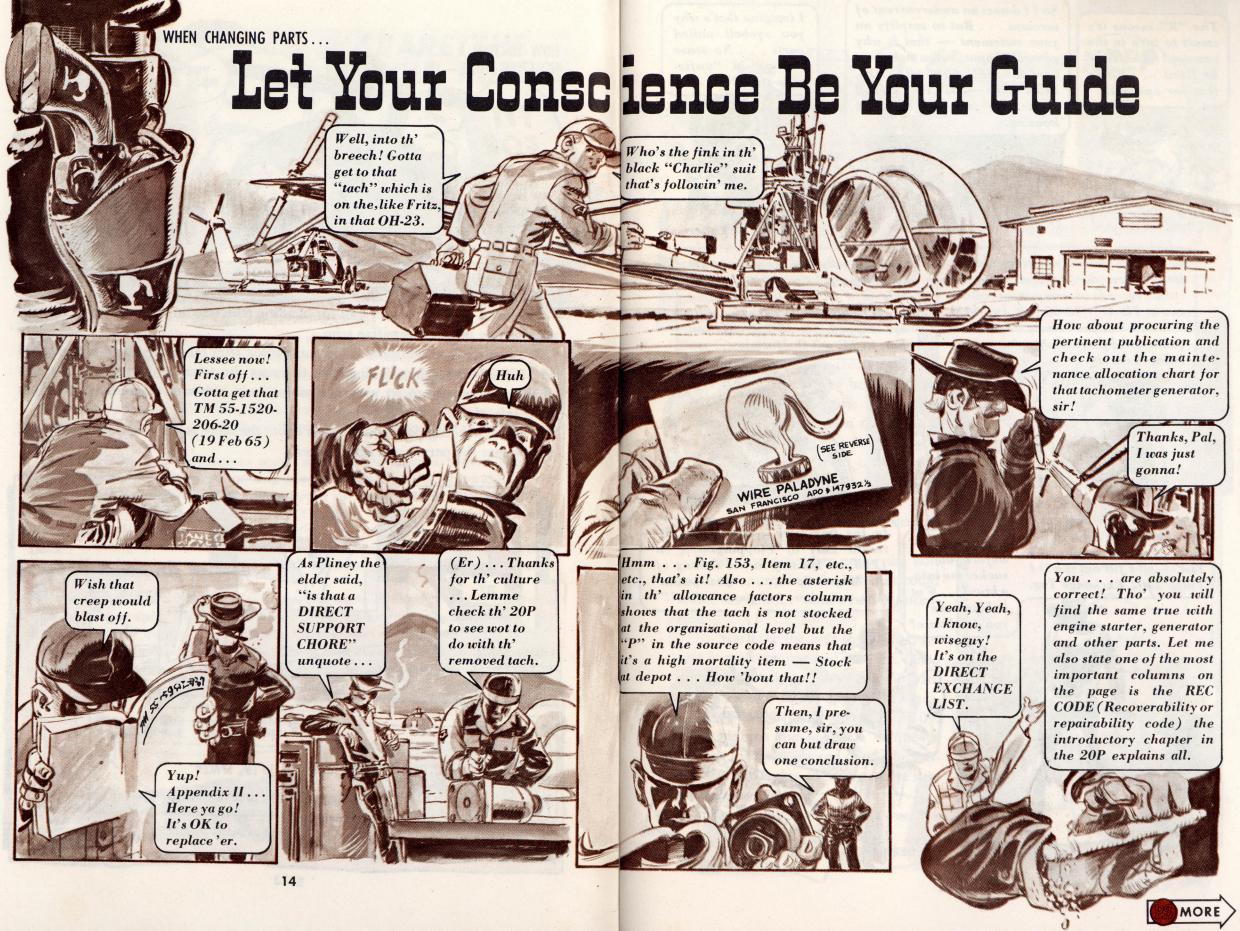


WHEN CHANGING PARTS . . .

Let Your Consc

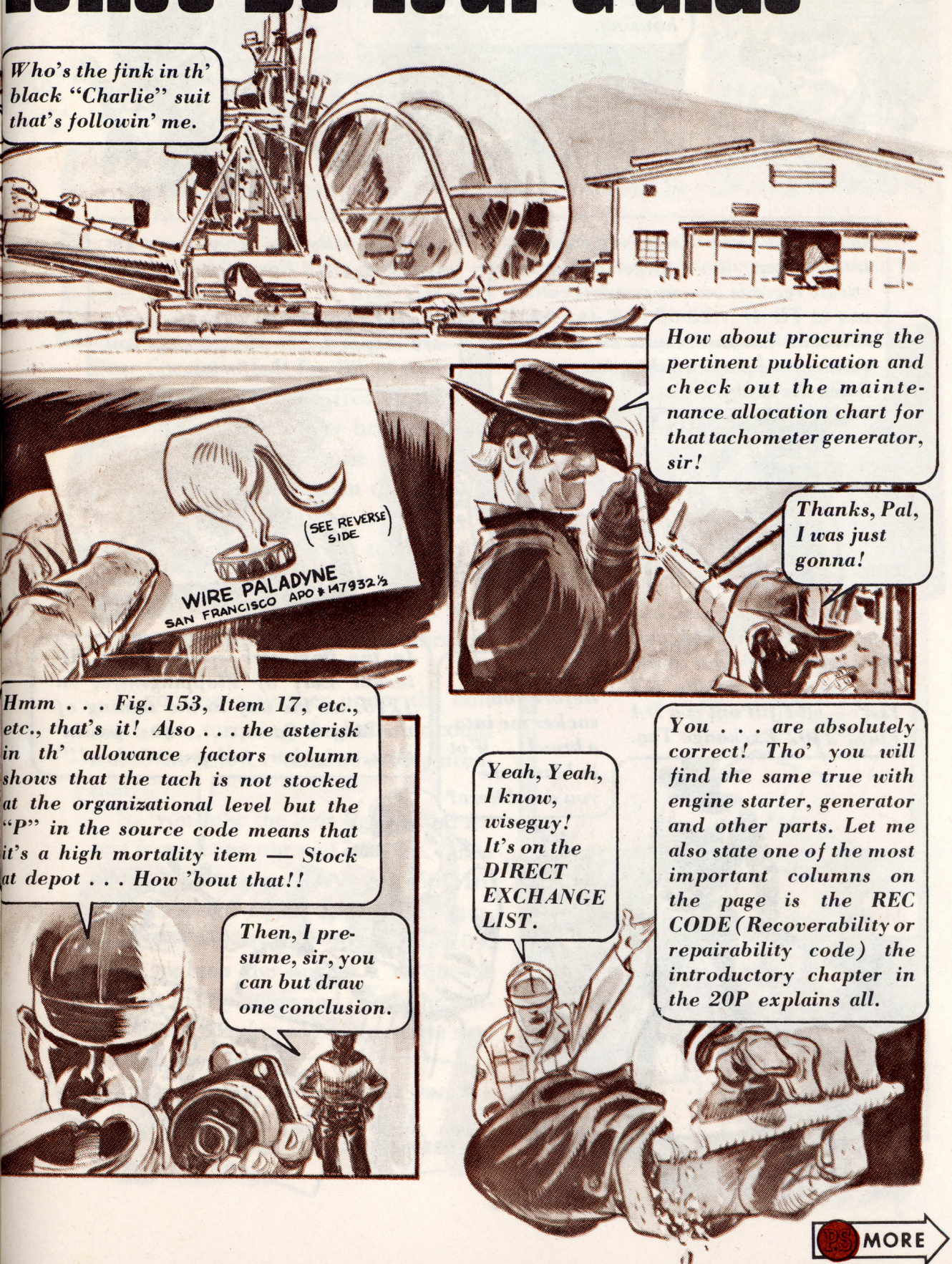
WHEN CHANGING PARTS...

Let Your Conscience Be Your Guide



MORE

ience Be Your Guide



PS MORE

The "R" means it's smart to turn in the removed tach. It can be fixed . . . How's that for openers?

Sir! I detect an undercurrent of sarcasm . . . But to amplify on your statement — that is why general support gets a tach overhaul kit, FSN 6680-691-2010, listed in the —35P. That kit will repair any part but a busted housing.

CLICK CLICK CLICK

I imagine that's why you eyeball pulled parts . . . No sense turning in "unfixable stuff."

Being that you are showing signs of intelligence, don't forget about accurate records on components called out in TB AVN 23-65 (13 Aug 64). Without 'em the results might be a condemned part and shipping money down the drain.

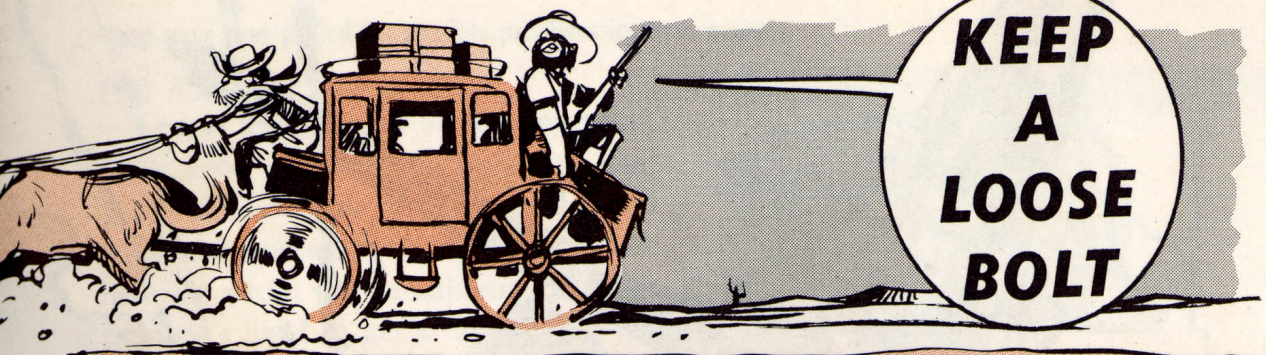
The TB tells you what parts get listed on a DA Form 2408-16 and this info is then transferred to the DA Form 2410 when the parts are shipped. TM 38-750 tells you how to fill out the forms.

Hate to "upstage" you, but I've already checked and the engine tach's not in the TB. Being it's on the DX List — all I fill out is a DA Form 2402 Exchange Tag.

Listen, man — Before you sucker me into a brawl . . . Wot in blazes are you doin' here?

In the immortal words of the fifteenth Earl of Floppingshire, in 1215, on his way to the signing of the Magna Carta . . . "Jus' passin' thru, neighbor, jus' passin' thru!!"

PALADYNE CORP.
AIRCRAFT AVIONICS
SPECIALIZING IN
TACHOMETER
GENERATORS
X. PALADYNE, PRES.



KEEP A LOOSE BOLT

Dear Windy,

We have an allowance factor of 10 tailplane hinge bolts, P/N C3T23-5, FSN 1560-600-4597, in TM 55-1510-205-20P (31 Aug 64) for our Otter (U-1A).

The trouble is, when we change a bum bolt, there're two schools of thought. One is that the bolt should be tight while the other is that it should be free to turn.

Can you settle this age-old dispute?

SP5 L.O.F.

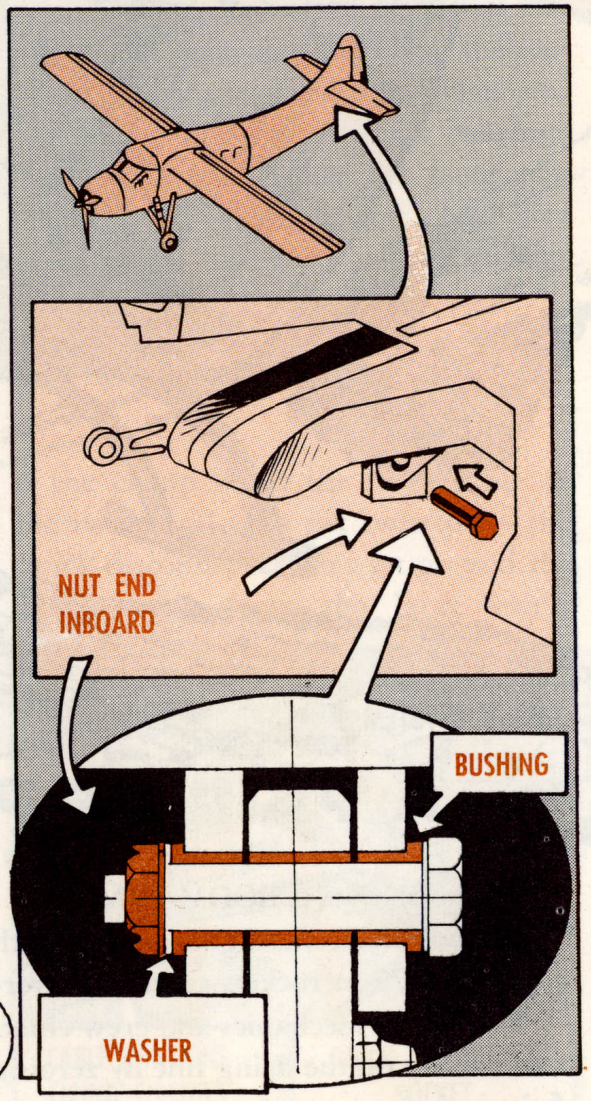
Dear Specialist L.O.F.,

The bolt should be free to turn in the horizontal stabilizer bracket bearing and bushings because this action lessens wear and stress on the bolt.

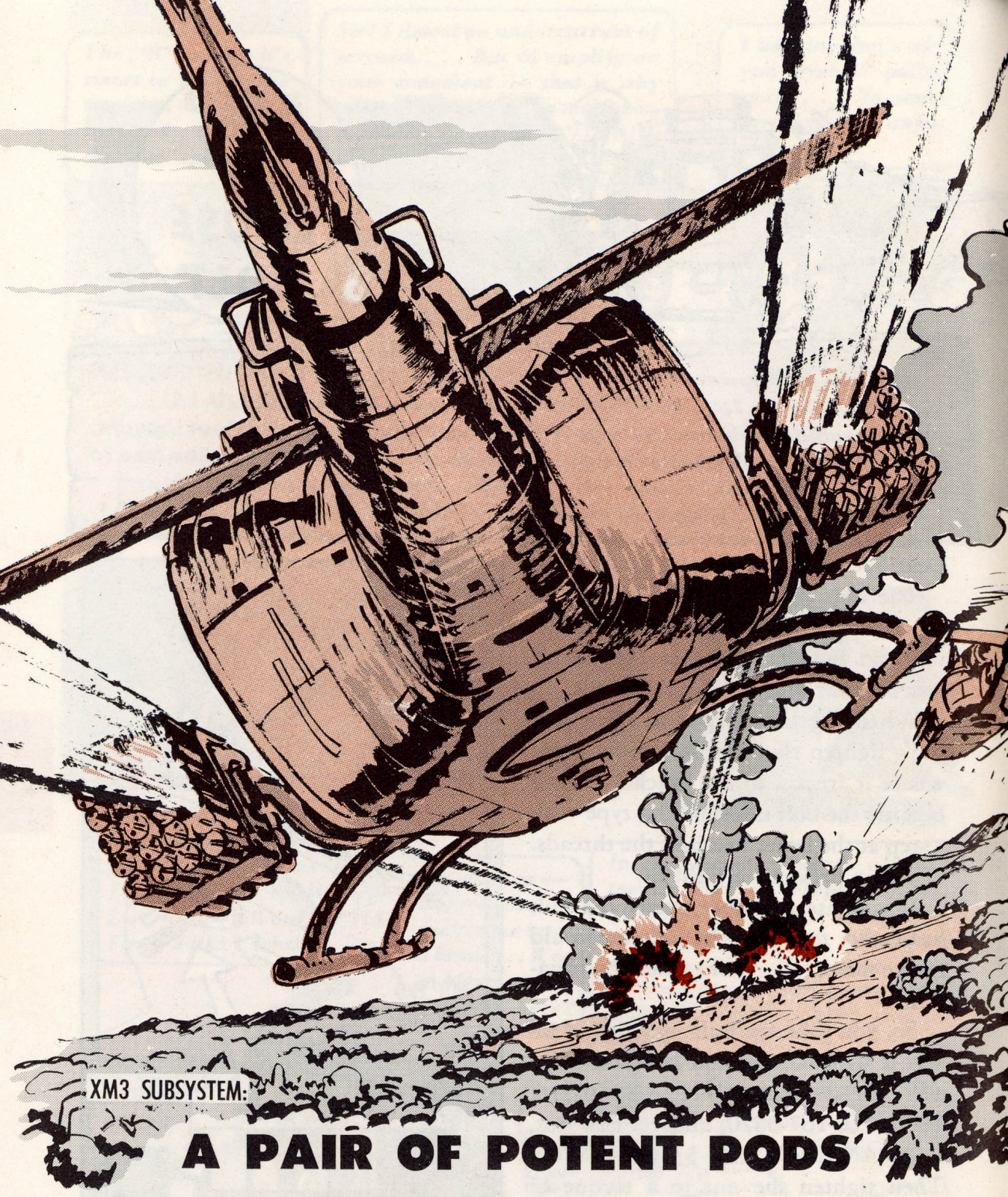
When the bolt is put in right you can't tighten the bolt nut to the point where it freezes to the bracket. That's because the bolt is a shoulder type with a step at the head, just past the threads. The step prevents a tight fit.

If you use a washer under the bolt head, tho, torquing the bolt nut could freeze the bolt . . . 'taint a healthy situation!

So, you lube the bolt lightly and insert it with the nut end inboard. Then add one washer, P/N AN960-516, FSN 5310-167-0820, under a new nut, P/N AN320-5, FSN 5310-176-8109. Then tighten the nut to a torque of 85-110 inch-pounds and check the tailplane hinge fitting to be sure there's no pinching.



Windy



XM3 SUBSYSTEM:

A PAIR OF POTENT PODS

Wh-oo-sh-sh . . . . BOOM-M-M!

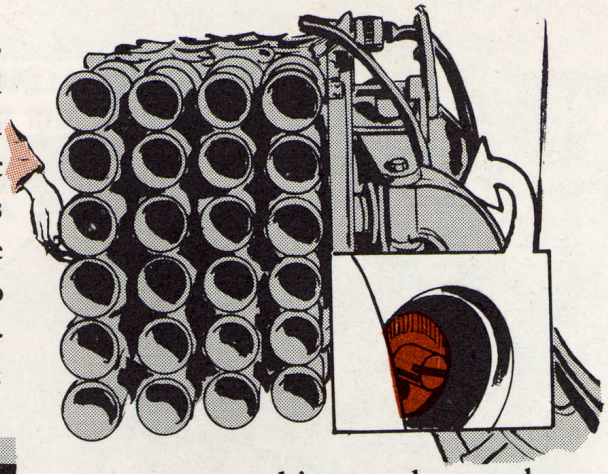
No more welcome sight to a guy with his feet planted in a rice paddy than a covey of 2.75-in rockets streaking over-head from a Huey to support him.

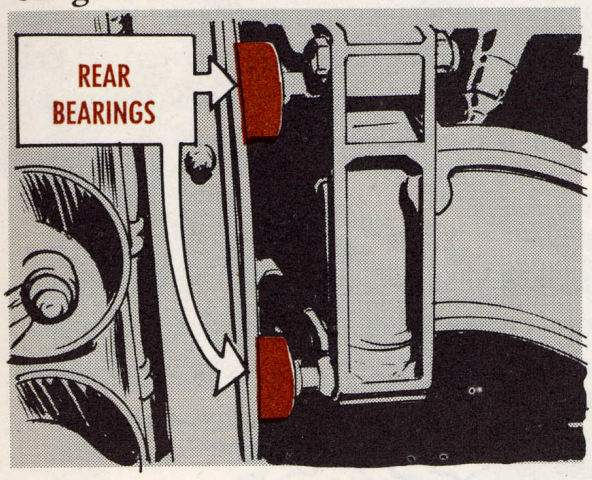
You 427's, mechanics and crew chiefs can help make sure your XM3 subsystem's ready on the firing line by zeroing in on these PM-Inspection tips between firing missions:

Keep your eyes peeled for possible problems in these areas:

POD ADJUSTMENT

Comes the time to aline your pods, it's a good idea to get a buddy to lend a muscle. Let him push in on the pod to take the pressure off the front plastic bearing while you're adjusting it. This bearing's hard to get at and unless the weight's off it you're likely to have to use too much heft when you're tightening or loosening this screw. Result: Off goes the screw's head.

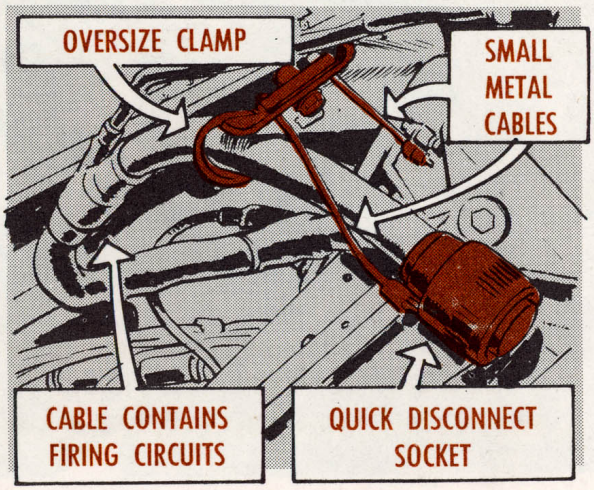




No sweat working on the rear bearings . . . they're easy to get at. O'course, you always want to remember that this supporting structure works on the toe-in, toe-out system, meaning that you have to loosen the two aft bearings before you can adjust the front one either to the right or left. And vice versa when you're adjusting the rear bearings.

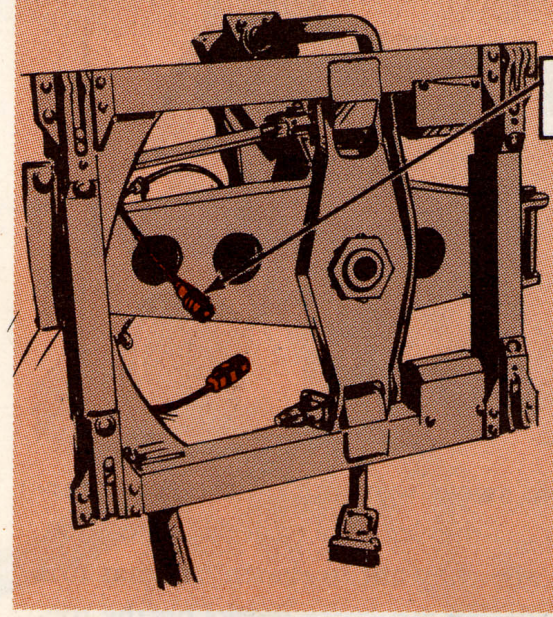
OVERSIZE HARNESS ASSEMBLY CLAMPS — Large cable squeezed in by clamp; small metal cables twisted.

When you're installing the harness assembly like it says in para 18a(24) of TM 9-1055-217-20 (Apr 64), do an A-1 job. The clamp acts like a cable guide and helps support the large rubber-coated cable that contains the rocket firing circuits. The two metal cables are part of a quick-disconnect deal. Now, when the explosive bolts blow, the pod's supposed to fall away from the Huey and put tension on the two small cables. This tension should make the disconnects open and this in turn lets the electrical circuits loose from the aircraft. However, if you put the clamp and cables on wrong — like if the clamp binds the large cable or the two small ones get twisted — the quick-disconnects won't let go and the pod'll hang from the large cable.



PS MORE

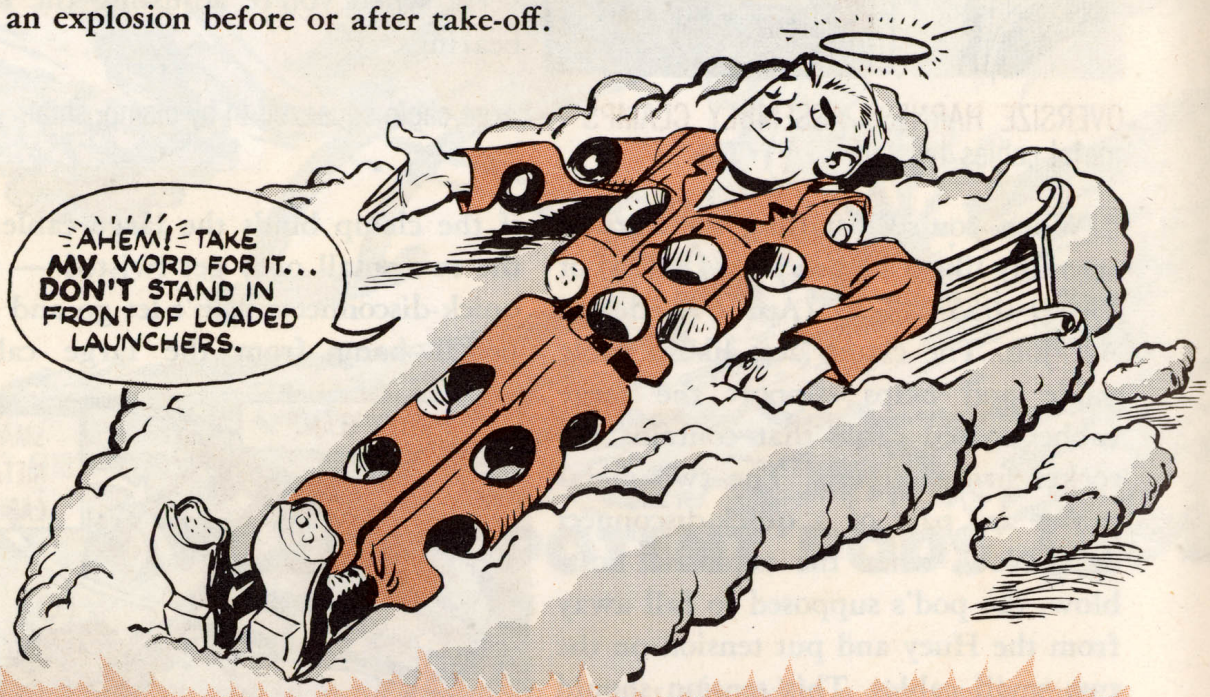
EXPLOSIVE BOLTS — Loose, threads damaged; lead wires frayed.



The caps only come off after all the tubes've been loaded — just before take-off. When you attach the four connectors to the squibs, heads-up on getting the right connector markings for the top and bottom bolt.

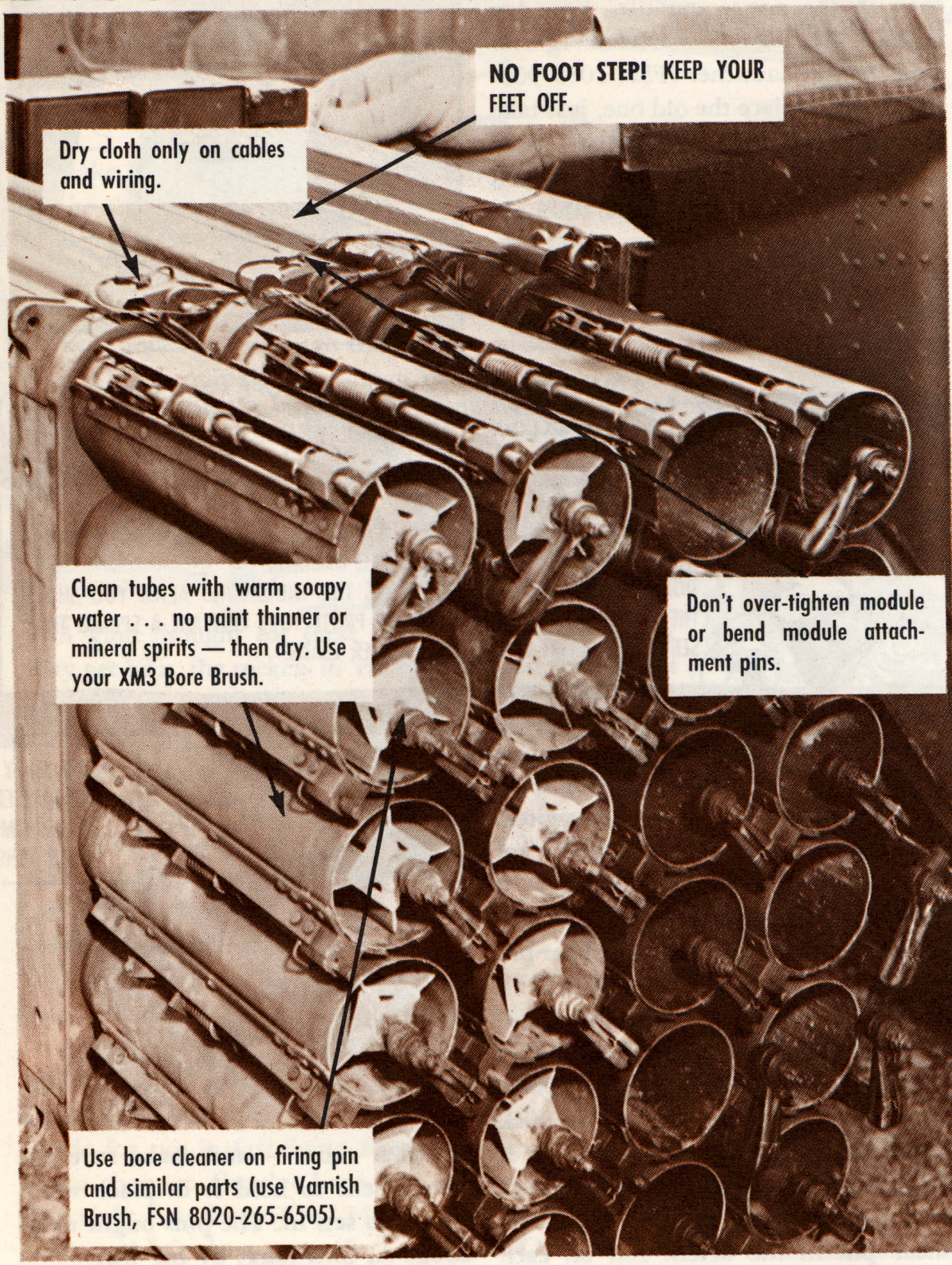
LOOK FOR LEAKS —

Here's a hunt every guy in the outfit should be in on every minute. Watch out for fuel spillage and gas line leaks before every firing flight. Check the filler caps for tight seal, too. If gas fumes get to acting up near a live rocket, you could get an explosion before or after take-off.



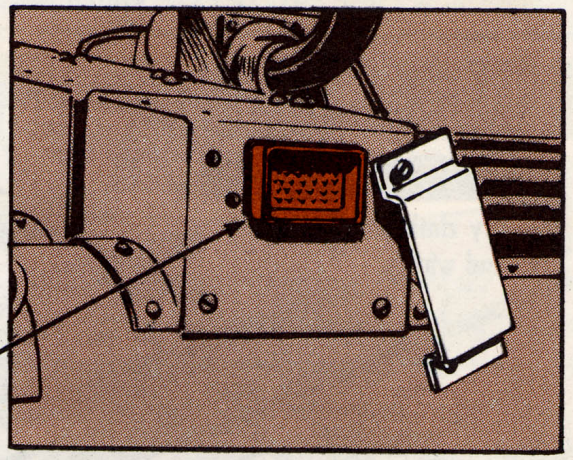
Safety is PM, too, so spread the word and keep a sharp look-out for these boo-boos: Guys standing in front of or behind a launcher being loaded . . . A Huey with its rockets facing other aircraft or work areas or ammo dumps . . . If those rockets decide to go off by accident, holy smokes!

LAUNCHER PODS AND TUBES — Nuts, screws loose on crank-and-crossbeam and adapter assemblies; cables and wiring frayed, kinked; module pin attachment wires loose, broken; tubes dirty, dented; firing pin dirty; launcher-latch retaining groove and contact disc dirty, greasy; switch box assembly damaged, out of commission.



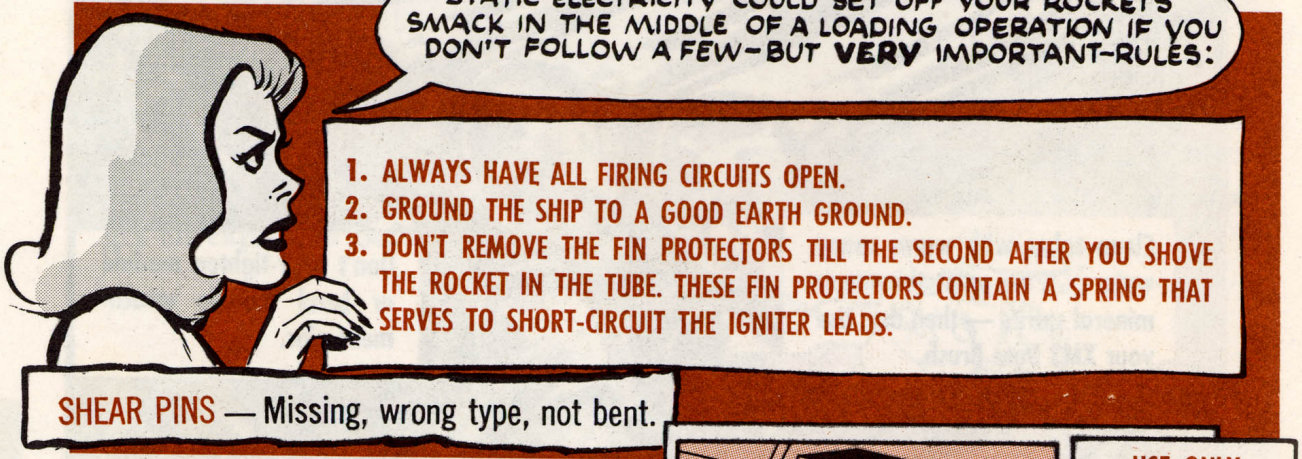
P.S. MORE

Having trouble with burned-out switch boxes? No sweat. Here's the big news: From now on when the switch box gives out, you don't have to turn in the entire module. You can replace the box with Module Igniter Box, Rocket Launcher (FSN 1055-903-0426). To replace the old one, just take the cap off, put in a new set of "guts" and put the cap back on. Easy how you handle those delicate parts, though.



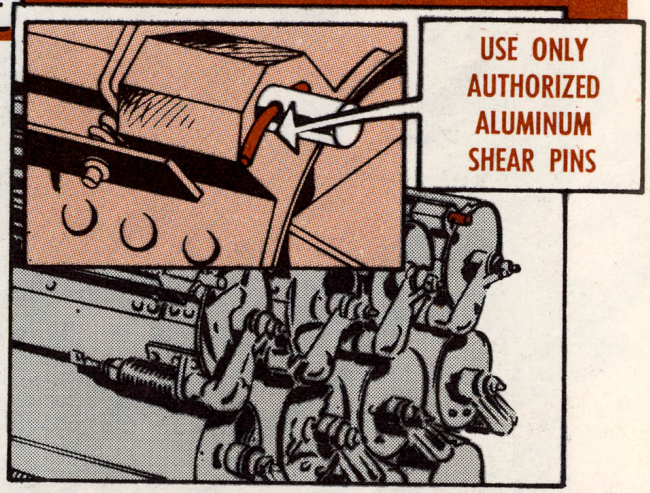
THE NEW BOX WILL SHOW UP IN YOUR -12P TM ONE OF THESE DAYS.

GROUNDING —

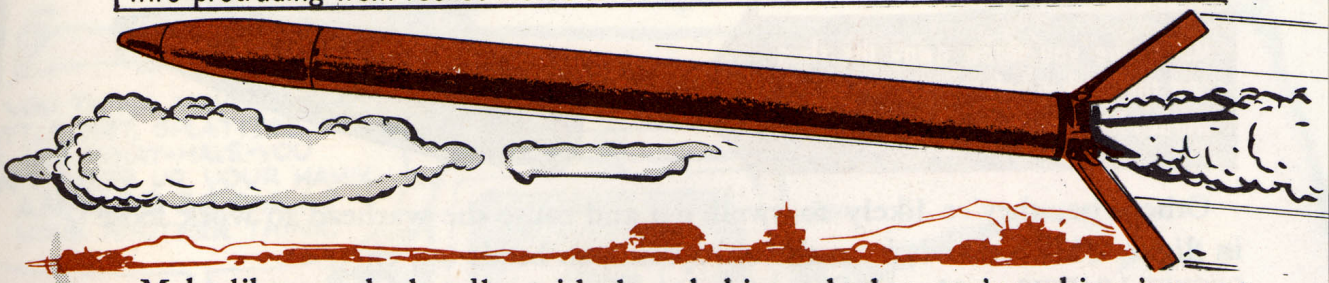


SHEAR PINS — Missing, wrong type, not bent.

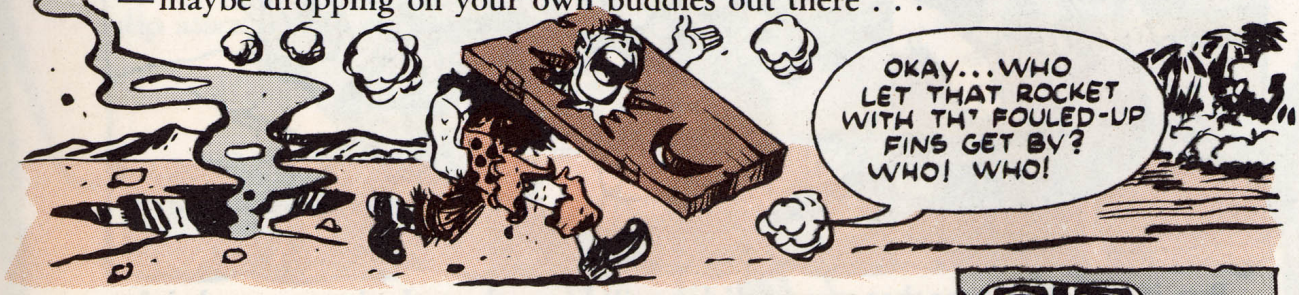
You heard the one about "for want of a nail, etc." Well, here's a switch. Because of a nail many a rocket's got hung up in the launcher till after it went off. Yup, guys've been known to use nails instead of aluminum shear pin wire (FSN 1055-994-8932—8932315). This authorized wire's made to break at 100 lbs pressure. A nail or any other wire that's got more than 100-lb strength is dangerous to use. So stick to the authorized type every time. And, no matter what anybody tells you, don't let a loaded Huey get away without a shear pin in the detent rod on each launcher tube — and make sure the wire's bent to hold it in place when vibration sets in. The pins ought to be about an inch long, by the way.

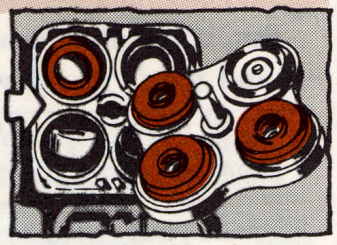


ROCKETS — Dirty, greasy, wet; not scarffed; fins, motor tube or fuze damaged; gap between warhead and motor tube; head closure and nozzle fin assembly and lock wire protruding from rocket motor tube.



Make like a snake handler with these babies, whether you're taking 'em out of the shipping cannister, toting 'em on a Mule or loading or unloading your launcher. Rough handling causes more erratic rounds than anything else . . . mostly because it busts the motors or bends the fins. A busted motor causes uneven burning so the rocket could blow up anytime. Fouled-up fins make a rocket go weaving through the sky like a bat on a binge, climbing and dropping —maybe dropping on your own buddies out there . . .





A kind thought for these cannisters pays off too. If they get bent, the rockets in 'em get bent, too. You might check their covers once in a while to see that they're lubed and the coil and spring's OK and the padding's in place. A healthy cannister is the safest place to keep rockets till you need 'em.

You'd just better protect 'em when the mercury's below –65 degrees or above 150. Otherwise, the rocket propellant won't work the way it should. You could get a short round and a cold rocket landing on a buddy . . . or an explosion from a hot rocket in the tube.

It'd pay, too, to protect those rockets from the weather with a tarp when you're stacking or moving 'em.

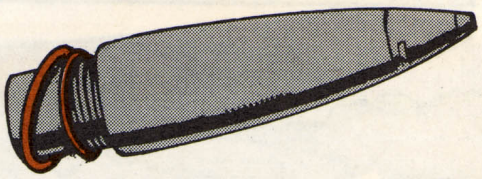
Incidentally, if you're in action over there, don't make the mistake of "borrowing" folding fin rockets from a buddy in the Navy. The Navy type's not scarffed and is made for use in fast-flying fixed-wing aircraft . . . not for a chopper. Guys've been hurt this way. So, stick to the right brand — FSN 1340-892-4802-H491, and the ones authorized on page 45 of your -20 TM.

P.S. MORE

WARHEAD ASSEMBLY —

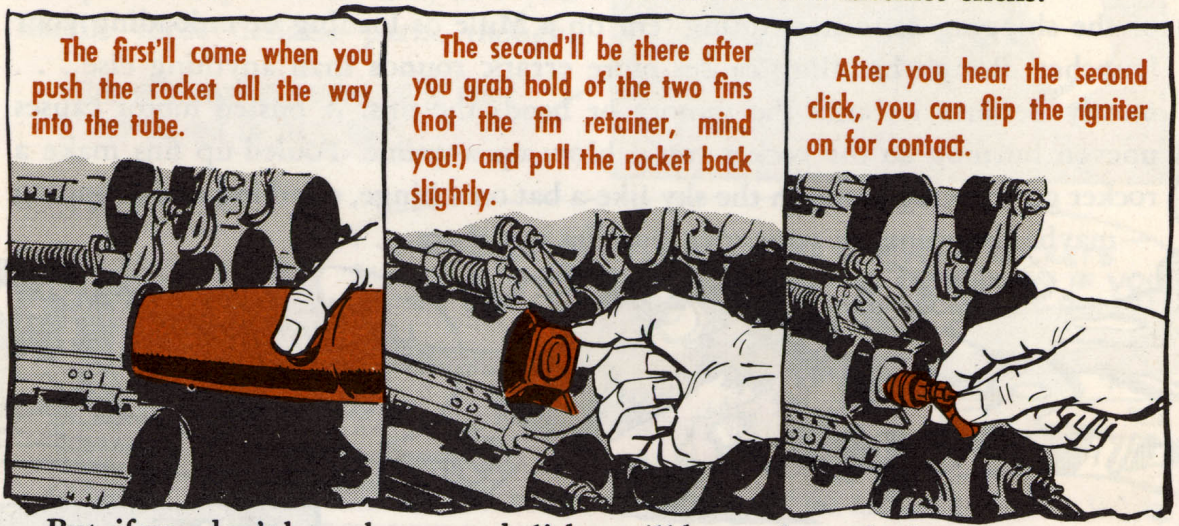
You want to watch it real close if you get one of those motors with a rubber gasket ring under the lip of the head shipping support and a fiber shim between the head shipping support and the head closure.

Make sure you throw away the shim and the gasket before you thread the warhead to the motor.



Otherwise, they're likely to swell up and cause the warhead to work loose in flight. This is a switch on the old system, so heads up, eh?

ROCKET LOADING — Here's the trick to it: Listen for two distinct clicks.



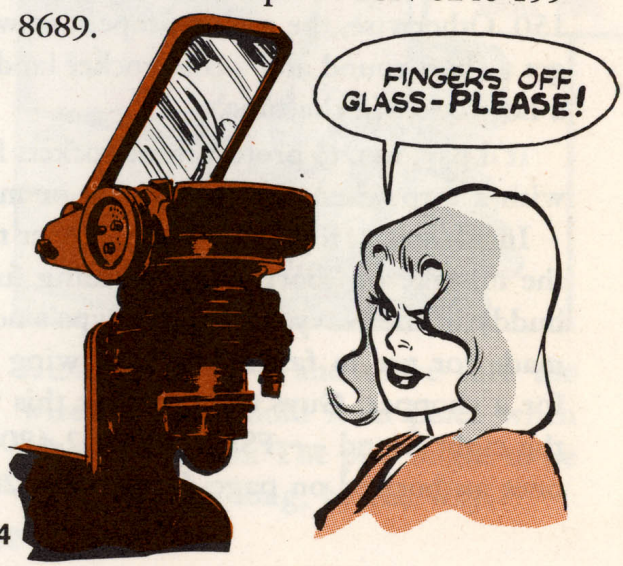
But, if you don't hear that second click you'll know the rocket's not seated right — and won't go off when it's supposed to.

MARK VIII SIGHT — Mounting screws loose, lamps busted or burned out; reflector plate and upper objective lens dirty; internal fogging.

Warn your buddies to keep their rat-finking fingers off the reflector plate and lens — fingerprints etch glass and plastic. The reflector plate's made of plastic, so be sure you don't use alcohol to clean it. Lens tissue or a clean, lintless rag's the safest to use.

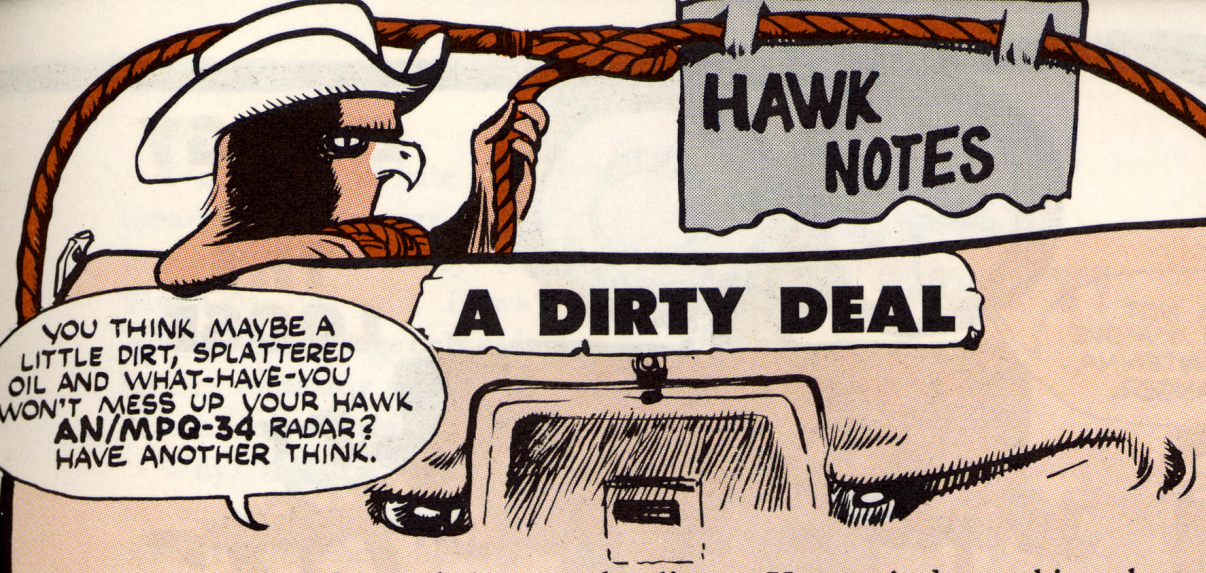
To get rid of the fogging, follow the scoop in para 24b(4) of TM 9-1055-217-20 (Apr 64). A pilot can't hit what he can't see on this subsystem.

Incidentally, if the Huey's going on a night mission, the present rheostat won't allow the bulb to be dimmed enough so's the pilot can see and aim at the target through the reflector. So here's a new bulb that'll partly correct this. Ask for lamp . . . FSN 6240-155-8689.



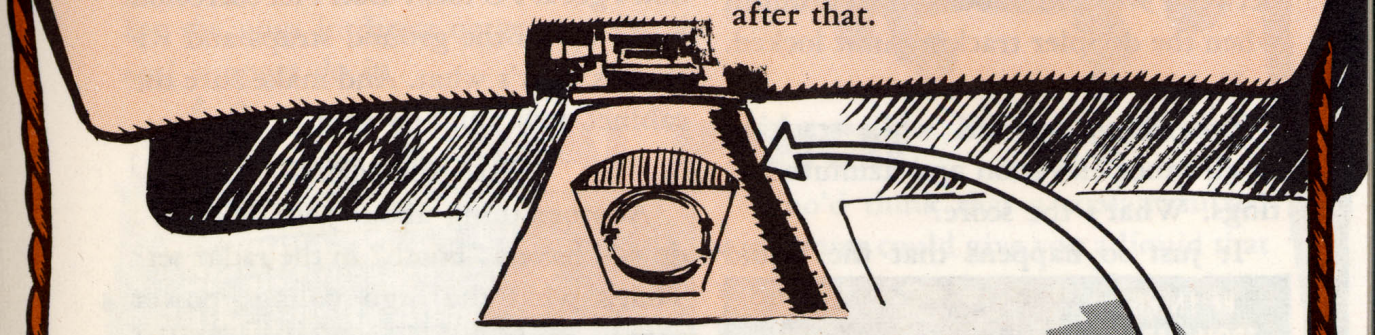
HAWK NOTES

A DIRTY DEAL



Junk that doesn't belong on the slip rings can lead to arcing . . . and this can be a short cut to short circuits — the kind that melts terminals. When this happens in your CW acq, the tube and slip assembly go on the bum.

You can't do anything about cleaning the slip rings, but you can get the word to your support unit to do the job. And it needs to be done between 50 and 75 hours after the slip rings are put into use . . . and then semi-annually after that.

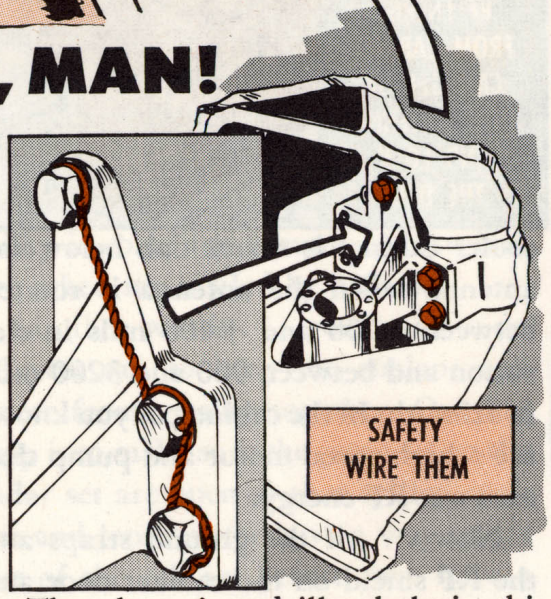


THIS'LL HOLD 'EM, MAN!

Hear tell that loose mounting bolts on the drive-gear assembly of some Hawk AN/MPQ-34 radar sets are working loose and getting people jittery.

Here's how you can keep yours in place. Get your support people to take off these bolts (9054224 - 9054225), replace 'em with MS-20074-08-10 and MS-20074-08-11, and then safety wire 'em like it's spelled out in para 20.1 of TM 9-1430-503-34.

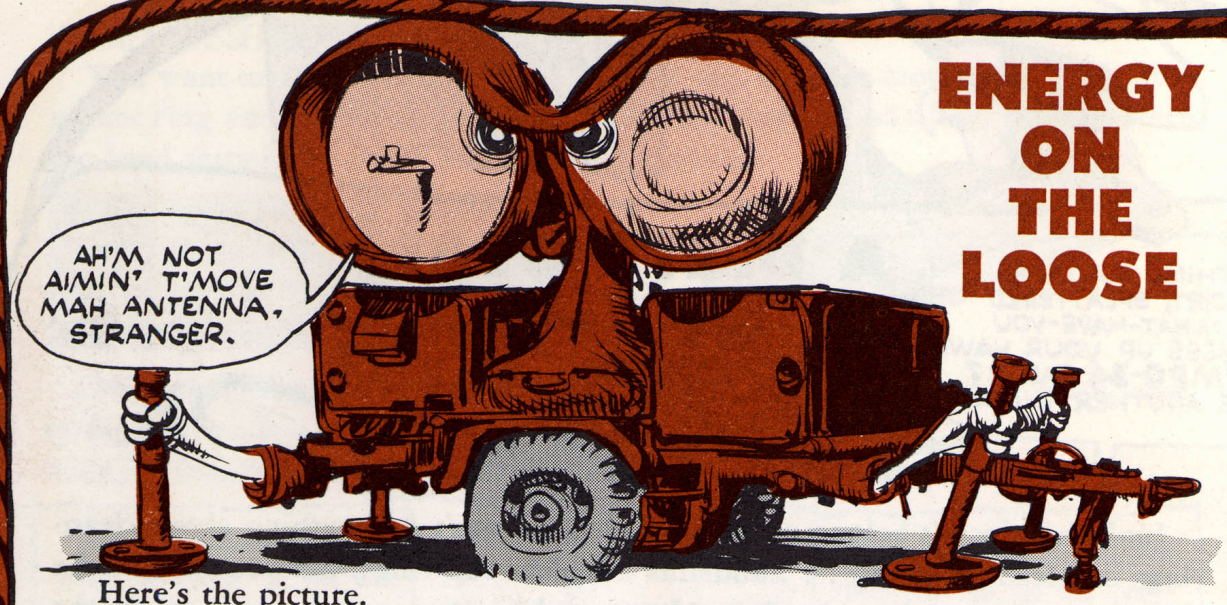
These bolts are listed in TM 9-1430-503-15P/1 (Jun 65) under FSN 5306-689-5679 and FSN 5306-825-1315.



Then have 'em drill a hole in this nut (AN335-10) and safety wire it to the gear.

This'll calm things down.

ENERGY ON THE LOOSE



Here's the picture.

The Hawk AN/MPQ-39 high power illuminator was being rotated between −200 and +400 mils in elevation and between 900 and 3200 mils in azimuth when the doppler tracking unit locked.

Huh?

Everything was OK while tracking in all other elevation and azimuth settings. What's the score?

It just so happens that the liquid

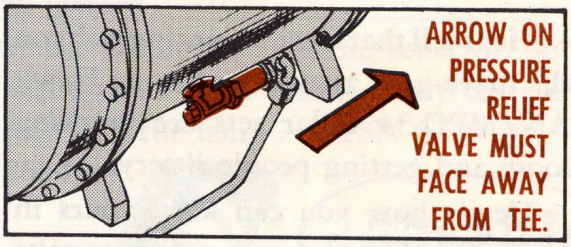
cooler cabinet is smack dab below the antenna when the antenna is rotated between −200 and +400 mils in elevation and between 900 and 3200 mils in azimuth. In the cabinet, as you know, are a high speed motor and pump that turn out RF energy.

Now . . . if the ground straps and the RF shield on the cabinet door and cabinet aren't grounded right because they're corroded, the RF energy can make its way through the antenna. And that's all it takes to lock the DTU because the RF energy is within the unit's frequency range.

So what do you do to make sure you don't get DTU lock? Don't let corrosion build up on the ground straps and RF shields, that's what. And make sure the cabinet door's tightly shut.

CHECK THE ARROW

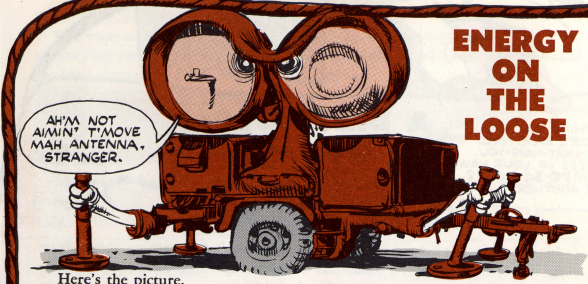
Another thing about your HPI . . . do you have a "bomb" in the radar set? That's what the high voltage power supply could be if its pressure relief valve is installed the wrong way.



There's an arrow on the valve and it wants to be pointing away from the tee at the base of the power supply. If it's not, call your support people so's it can be switched around.

With the valve installed wrong, the freon coolant could be put under enough pressure to force something to give, like maybe the sides of the power supply.

ENERGY ON THE LOOSE



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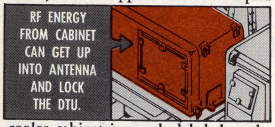

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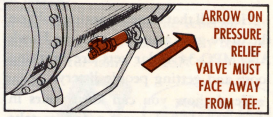

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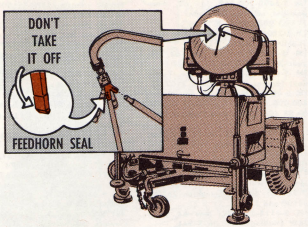
OH, NO YOU DON'T!

Whoa-up there!

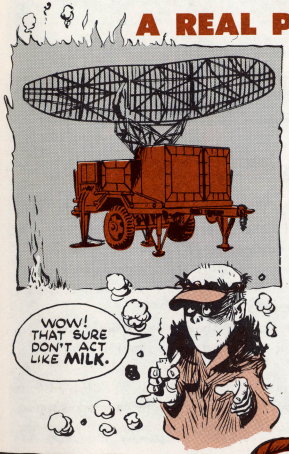
You're 'way off base if you remove or replace any part of the antenna assembly (PN 9169826) on your Hawk's AN/MPQ-37 range only radar set . . . especially that li'l old plastic feedhorn seal.

Why? 'Cause if you take off or replace any part, the antenna's gonna need boresighting—which you're not authorized to do. So please, hands off, huh?

As for the feedhorn seal, if that gets beat up, don't you get tempted to replace it, Hear? Let the guys in direct or general support do it.



A REAL PUNCH



Who'd think that a coolant mixed with water could give you a liquid that would get hot at the touch of something like a match.

But that's just what can happen, tho, when the OS45 coolant used in your Hawk AN/MPQ-35 pulse acq radar meets up with water. The mixture turns milky in color and is ready to turn into fire when it's tickled by a flame.

In other words . . . you want to do all you can to keep the coolant and water from getting together. One big help is to make sure the petcocks on the radar set are open so that spilled coolant and loose water have a way to get out of the cabinet before they have a chance to mix it up. And sop up with a rag any coolant and water that don't run out the petcocks.

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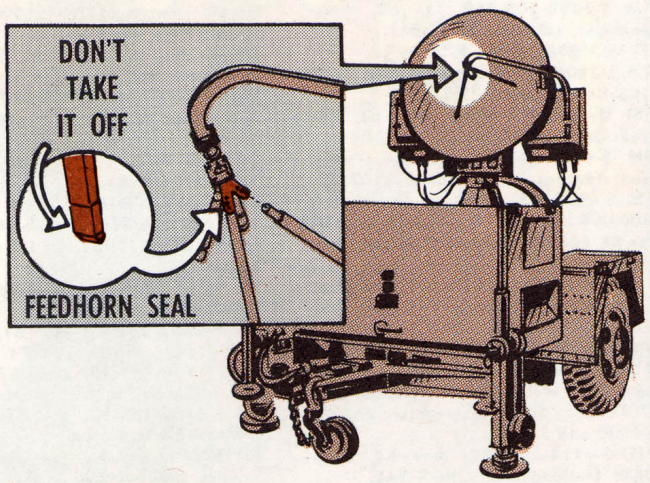

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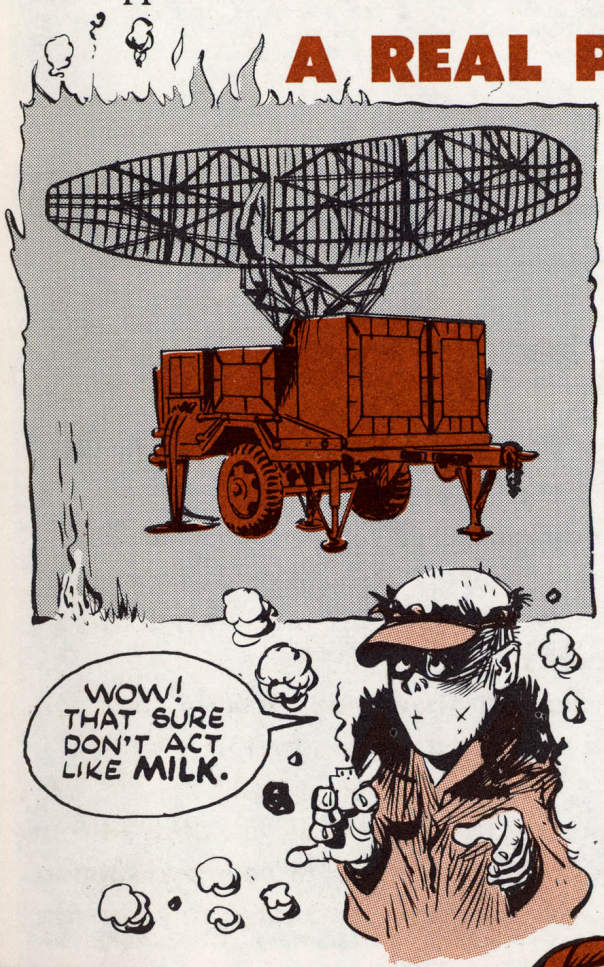

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REPRINTS

Listed here are older publications that are freshly available as a result of reprinting. Order copies on DA Form 17.

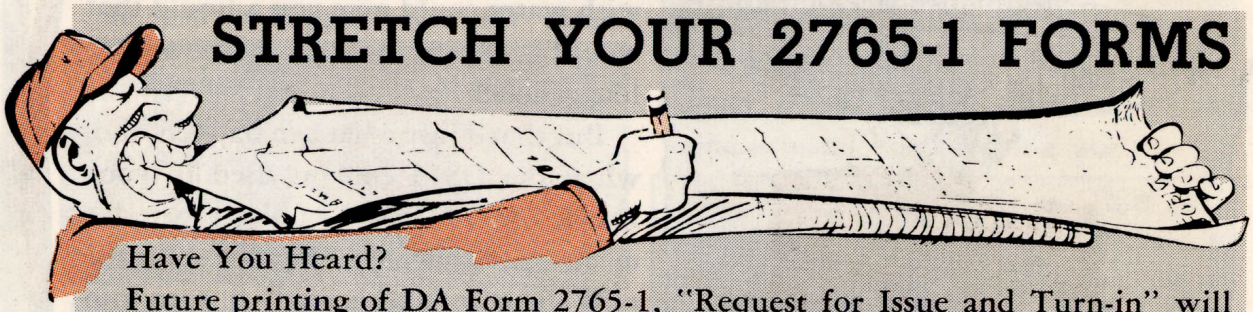
TECHNICAL MANUALS

TM 1-1H-23C-2, Nov 64, Incl C1 thru C4, OH-23.
TM 1-42E1-1-2, May 58, Aircraft Hardware.
TM 3-4240-210-20P, Nov 59, Filter Unit, gas particulate, M11.
TM 5-1090-200-25P, Jan 62, Weaponsight, Infrared Telescope (VARO 9903 Polan P-155).
TM 5-2805-211-12, Feb 61, Eng, Gas, (Continental Motors MS330).
TM 5-3805-212-20P, Nov 63, Intrenching Mach (Unit Rig 4262).
TM 5-4300-202-ESC, Jun 64, Pump, Cent (Barnes 10MG, Carver K102ES).
TM 5-4520-200-20P, Jun 63, Heater, 400,000 BTU (Herman-Nelson Air Filter B8 400-10; Defense Products Amer Air Filter BT 400-30).
TM 5-5420-200-ESC, Jun 64, Launcher, M48A2 Tank Chassis, Unit Rig, AVL 48A2, AVL B48A2.
TM 5-6100-211-ESC, Nov 64, Gen, 45KW Cummins JSGA-601-45 and JS-6-E; Harnischfeger; Hollingsworth JHDX-45A; Steward-Stevenson 26200, 28100 and 52300.
TM 5-6115-211-ESC, Nov 64, Gen, 3KW (Hollingsworth JHGX-3A).
TM 5-6115-221-10, Jul 58, Gen, Dsl, 45KW (Stewart-Stevenson 26200).
TM 5-6115-226-20, Jun 60, Gen, 60KW (Szekely Model 501).
TM 5-6115-229-20, Jan 61, Gen, 5KW (Hol-Gar CE-55-AC/WKG; Jeta MG-536).
TM 5-6115-236-25P, Aug 64, Gen, 2KW, (US Motors 2-US-17421 & 2-US-18086).
TM 5-6115-249-25P, Jan 63, Gen, 1.5KW (Winpower G-1536ASE-2A016-1).
TM 5-6115-257-15, Nov 61, Gen, 1.5KW (Winpower 1536S-2A016); Gen, 2KW (Keco Industries EG-2).
TM 5-6115-343-25P, Jan 64, Gen, 0.5KW (Martin 258N9151000-189; Mil Std HFO .5MO).
TM 9-1000-205-12, Mar 59, W/C 1-106-mm, Recoilless Rifle, M40-series.
TM 9-1000-209-12, Nov 63, M28 & M29 Weapon Systems (Davy Crockett).
TM 9-1015-203-ESC, Aug 64, 105-mm How, M101 & M101A.
TM 9-1055-208-ESC, Jun 64, Handling unit, 762-mm Rocket trailer Mtd.
TM 9-1055-212-ESC/2, Jul 64, Cart, Rocket, M14.
TM 9-1055-212-ESC/3, Jul 64, M572 Rocket Handling Unit.
TM 9-1100-251-12, Mar 61, Incl C1 thru C5, Tng Warhead, M74.
TM 9-1100-251-20P, Nov 63, Incl C1 thru C3, M74 Tng Sect, Warhead.
TM 9-1400-455-12, Apr 63, Incl C1, ENTAC Missile System.
TM 9-1400-461-20, Feb 65, M22 Armament Subsystem.
TM 9-1430-250-10/3, Jan 61, Incl C1 & C2 (C), Nike System, Radar Course Directing Central.
TM 9-1430-250-20/11, Apr 63, Incl C1 thru C4 (C), Nike-Herc ATBM HIPAR.
TM 9-1430-257-20/4, Apr 63, Incl C1 thru C6 (C), Nike-Herc.
TM 9-1430-375-12P/1, Dec 64, Pershing Test Station, AN-TSM-52.
TM 9-2350-203-ESC, Jun 64, M44-series Tank.
TM 9-2350-215-10, Sep 62, M60-series Tank.
TM 10-1115-ESC, Jun 64, Pump, Cent, Gas Dispensing, Port, Cap 225 GPM, 50-ft Hd.
TM 10-3900-203-ESC, Nov 64, Trk Lift, Fork, Rough Terrain 10,000 lb Cap (Clark MR-100; Army MHE 165; Army MHE 173 and 6,000 Lb Cap Baker RJF-060.
TM 11-287, Mar 51, Radio Sets AN/VRQ-1, -2, -3.
TM 11-5820-202-20, Dec 58, Radio Set AN/GRC-26 ( ).
TM 11-5820-292-10, Sep 61, Radio Set AN/PRC-8, -10.
TM 55-404, Aug 64, Fundamentals, Aircraft Maint.

MISCELLANEOUS

LO 5-3805-205-15, Aug 60, Scraper, Towed (Curtiss-Wright CWT-18-M).
LO 9-1430-250-20, Nov 64, Incl C1-4, Nike-Herc, Imp Nike-Herc Radar Course Directing Central.
TB AVN 23-71, Sep 63, Eng Vibration Test Kit.
TB AVN 24-13, May 60, Torque on P&W Eng.
TB ORD 688, Jun 57, Cal .30 Browning Machine Guns.
TB TC 15-12, Jan 58, Life Preservers.

STRETCH YOUR 2765-1 FORMS



Have You Heard?

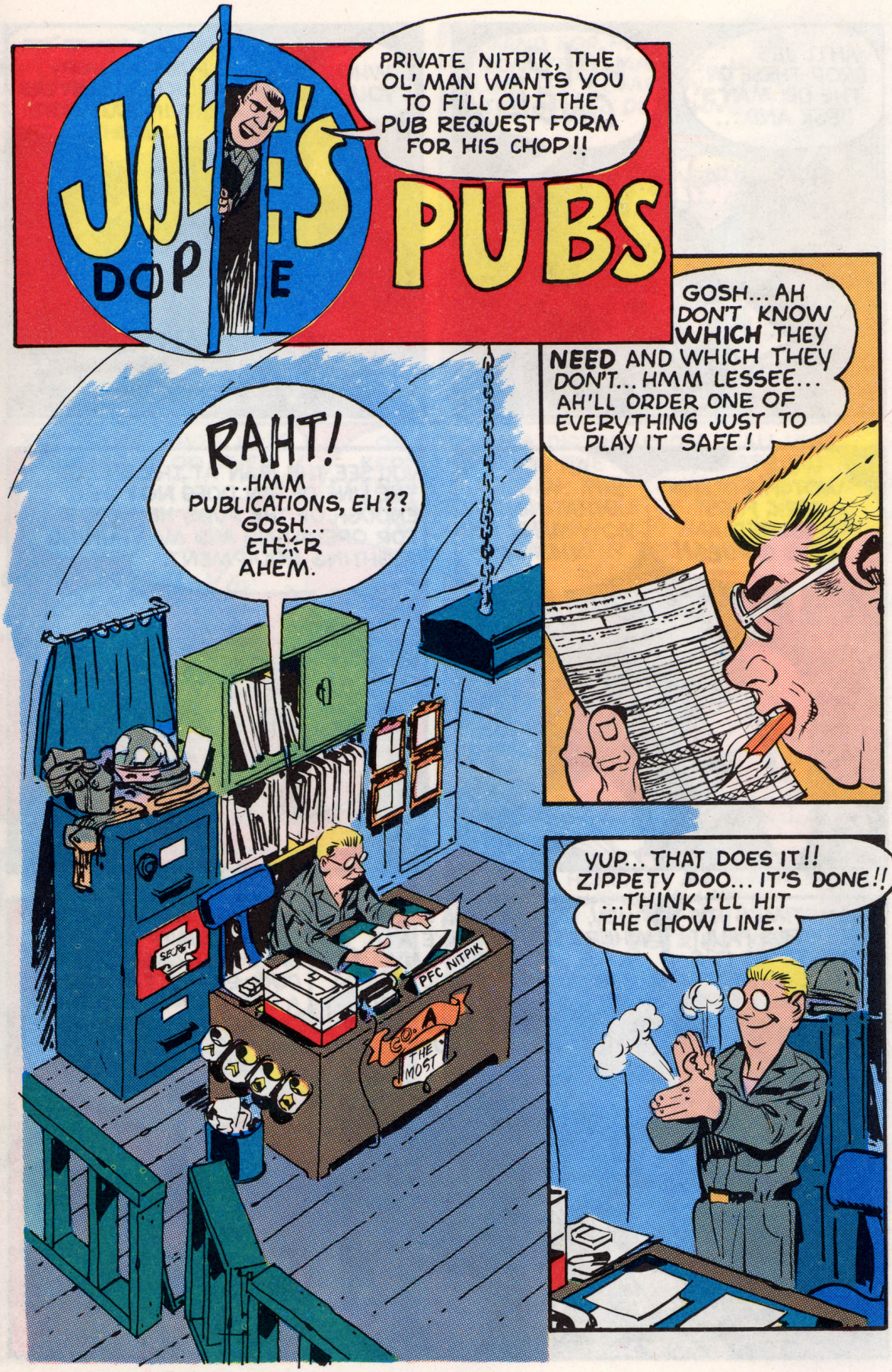
Future printing of DA Form 2765-1, "Request for Issue and Turn-in" will consist of a **four part form,** instead of a **three part form.** This will help you supply guys who have had to make an additional copy for various uses.

Here's a helpful hint. When your supply support activity needs four copies of the DA Form 2765-1 **now,** you may have to make up your own four-part form by adding an extra copy to the present form.

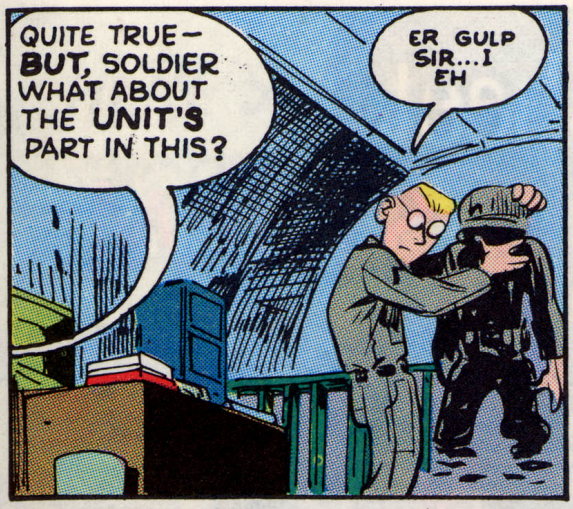
All you do is pull the **first carbon and the tissue copy** from a fresh DA Form 2765-1, slip them into the form you're going to use, and staple 'em.

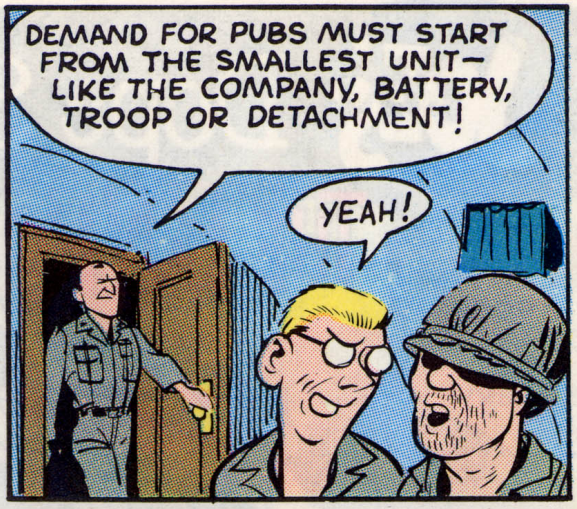
That's all.

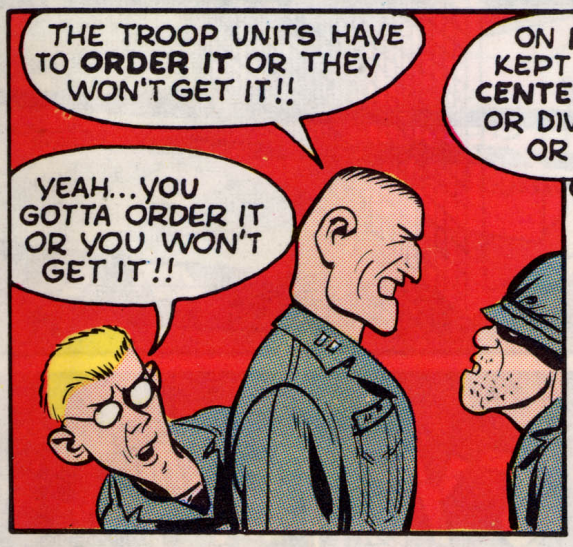
There's no change in the procedures, or anything else. All you do is fill out four copies, instead of three, for each request and forward the copies to support as usual. Just be sure to press hard if you're using a ball-point pen, so all the copies will be easy to read.

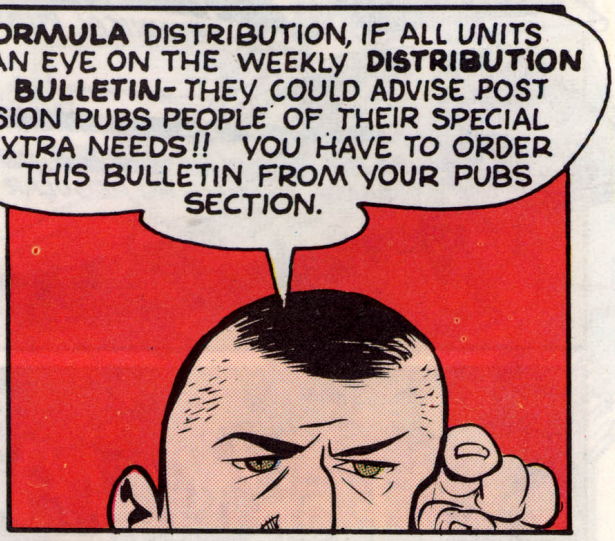

JOE'S DOPE PUBS
PRIVATE NITPIK, THE OL' MAN WANTS YOU TO FILL OUT THE PUB REQUEST FORM FOR HIS CHOP!!
GOSH... AH DON'T KNOW WHICH THEY NEED AND WHICH THEY DON'T... HMM LESSEE... AH'LL ORDER ONE OF EVERYTHING JUST TO PLAY IT SAFE!
RAHT! ...HMM PUBLICATIONS, EH?? GOSH... EH:*R AHEM.
SECRET
PFC NITPIK
G.I. THE MOST
YUP... THAT DOES IT!! ZIPPETY DOO... IT'S DONE!! ...THINK I'LL HIT THE CHOW LINE.

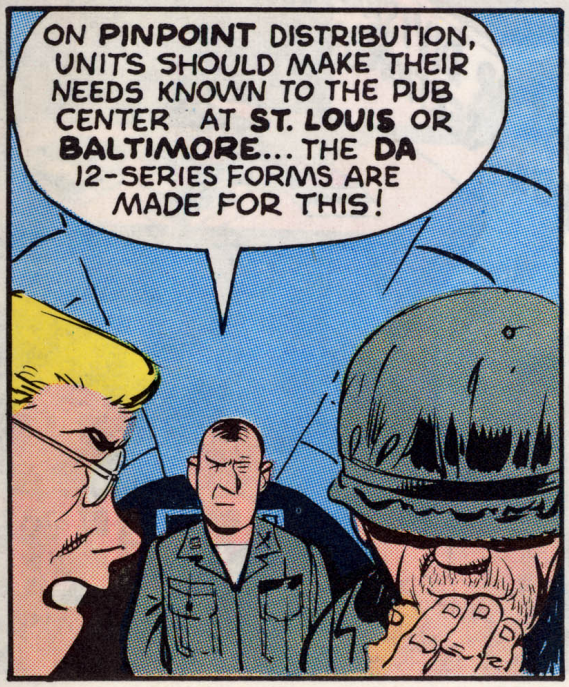
AH'LL JES' DROP THESE ON THE OL' MAN'S DESK AND....
HOLD ONE!!
WHO YOU?
I'M THE "VOICE" OF PUBS-HUNGRY KNUCKLE BUSTERS CRYIN' OUT FOR INFO.
WELL, WOTCHA BEEFIN' FER... I JES' ORDERED A MESS O'PUBS!!
AH YES, BUT...WHICH-WHAT-AND HOW MANY, FOR WHOM?
YOU SEE, THE MAN AT THE END OF THE LINE OFTEN DOES NOT GET ENOUGH OF THE PUBS HE NEEDS... FOR OPERATING AND MAINTAINING FIGHTING EQUIPMENT.
WHO YOU BLAMING??
SOMETIMES IT'S THE USER'S FAULT! SOMETIMES IT'S SOMEBODY UP THE LINE.
HEY, WHERE'S YORE LAIGS??
I'M A GHOST!! ...TAKE A COMPANY LIKE YOURS... HOW OFTEN Y' SEE GUYS HURTIN' FOR PUBS?
THEY GOT ADMINISTRATIVE PUBS COMIN' OUT THEIR EARS-BUT ONLY ONE DOG-EARED TM FOR A BATCH OF PERSONNEL CARRIERS WITH DRIVERS AND MECHANICS TRYING TO KEEP 'EM COMBAT READY.


QUITE TRUE— BUT, SOLDIER WHAT ABOUT THE UNIT'S PART IN THIS?
ER GULP SIR...I EH

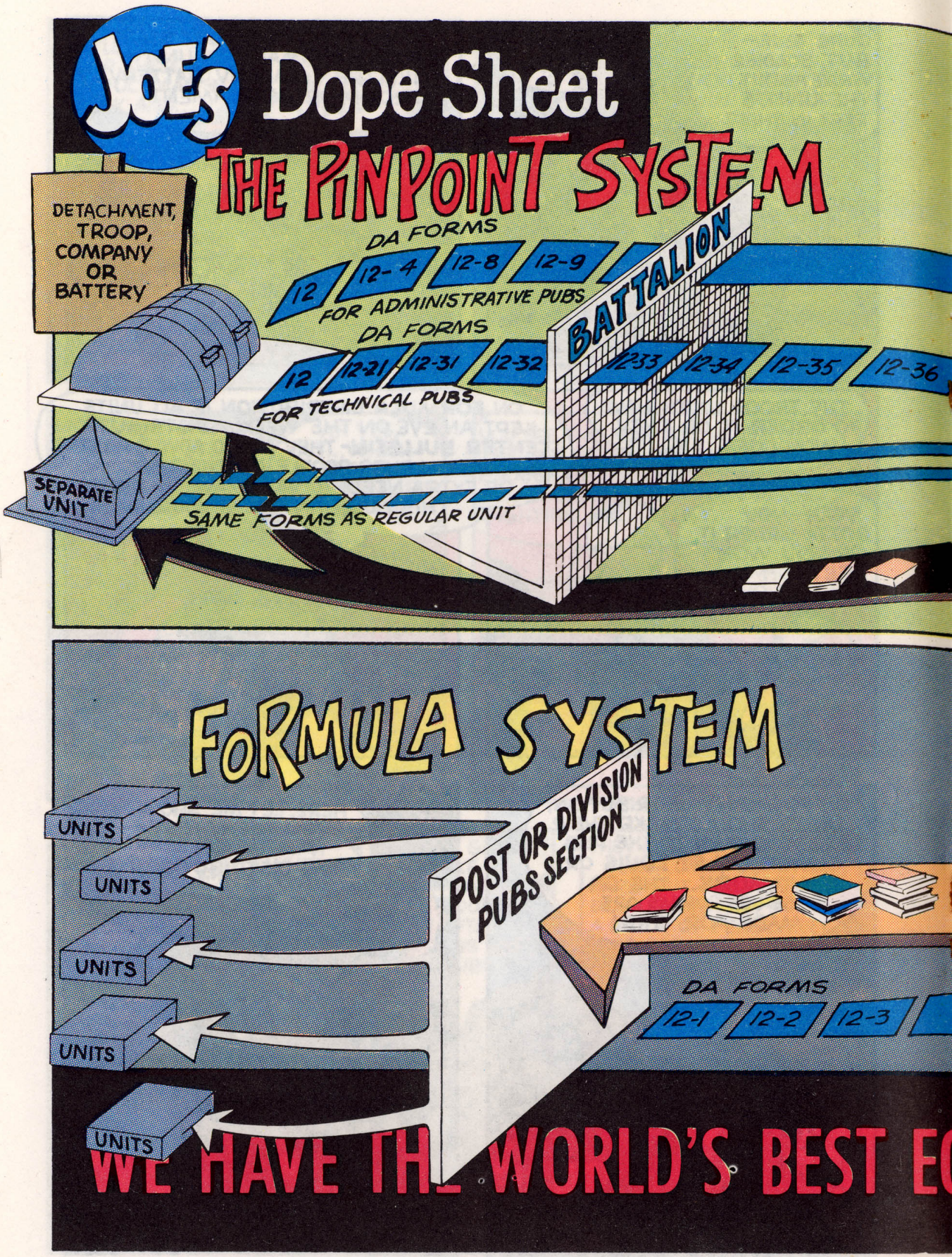

DEMAND FOR PUBS MUST START FROM THE SMALLEST UNIT— LIKE THE COMPANY, BATTERY, TROOP OR DETACHMENT!
YEAH!


THE TROOP UNITS HAVE TO ORDER IT OR THEY WON'T GET IT!!
YEAH...YOU GOTTA ORDER IT OR YOU WON'T GET IT!!

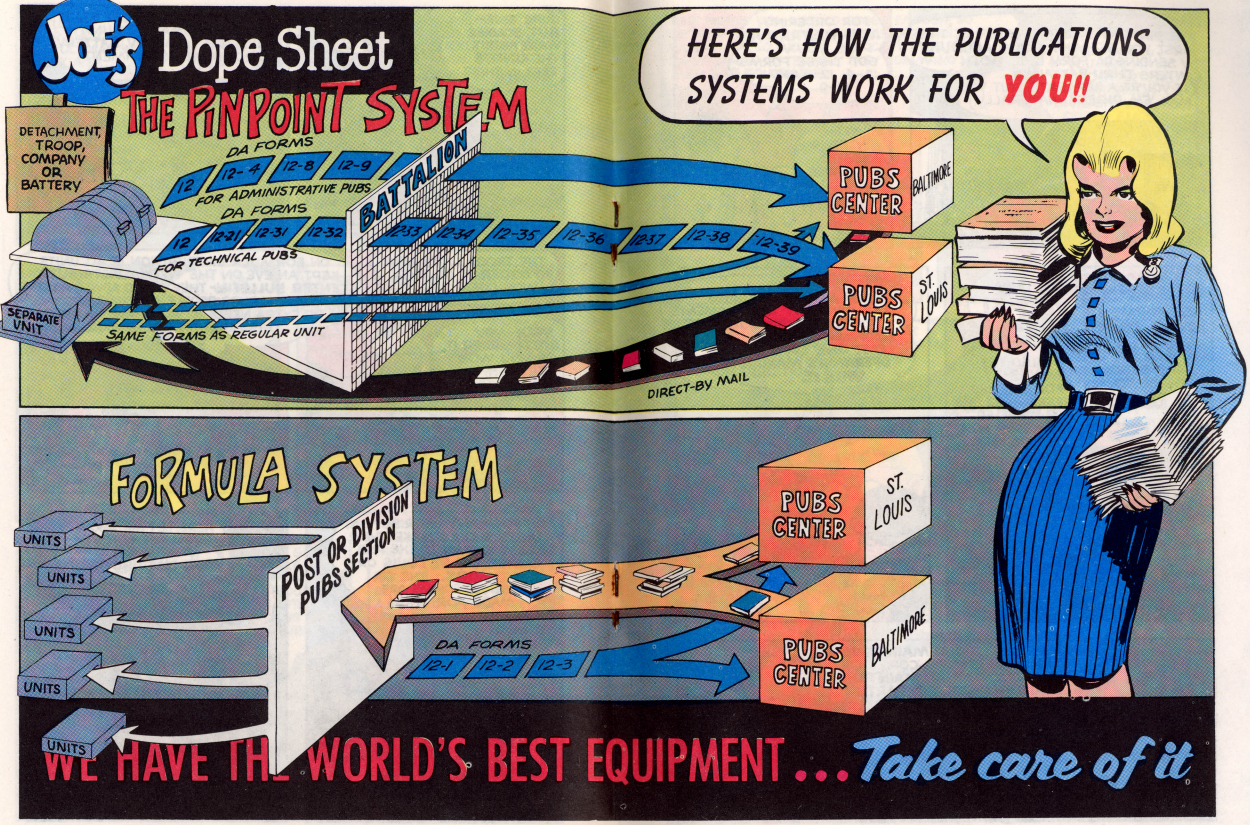

ON FORMULA DISTRIBUTION, IF ALL UNITS KEPT AN EYE ON THE WEEKLY DISTRIBUTION CENTER BULLETIN- THEY COULD ADVISE POST OR DIVISION PUBS PEOPLE OF THEIR SPECIAL OR EXTRA NEEDS!! YOU HAVE TO ORDER THIS BULLETIN FROM YOUR PUBS SECTION.


ON PINPOINT DISTRIBUTION, UNITS SHOULD MAKE THEIR NEEDS KNOWN TO THE PUB CENTER AT ST. LOUIS OR BALTIMORE... THE DA 12-SERIES FORMS ARE MADE FOR THIS!

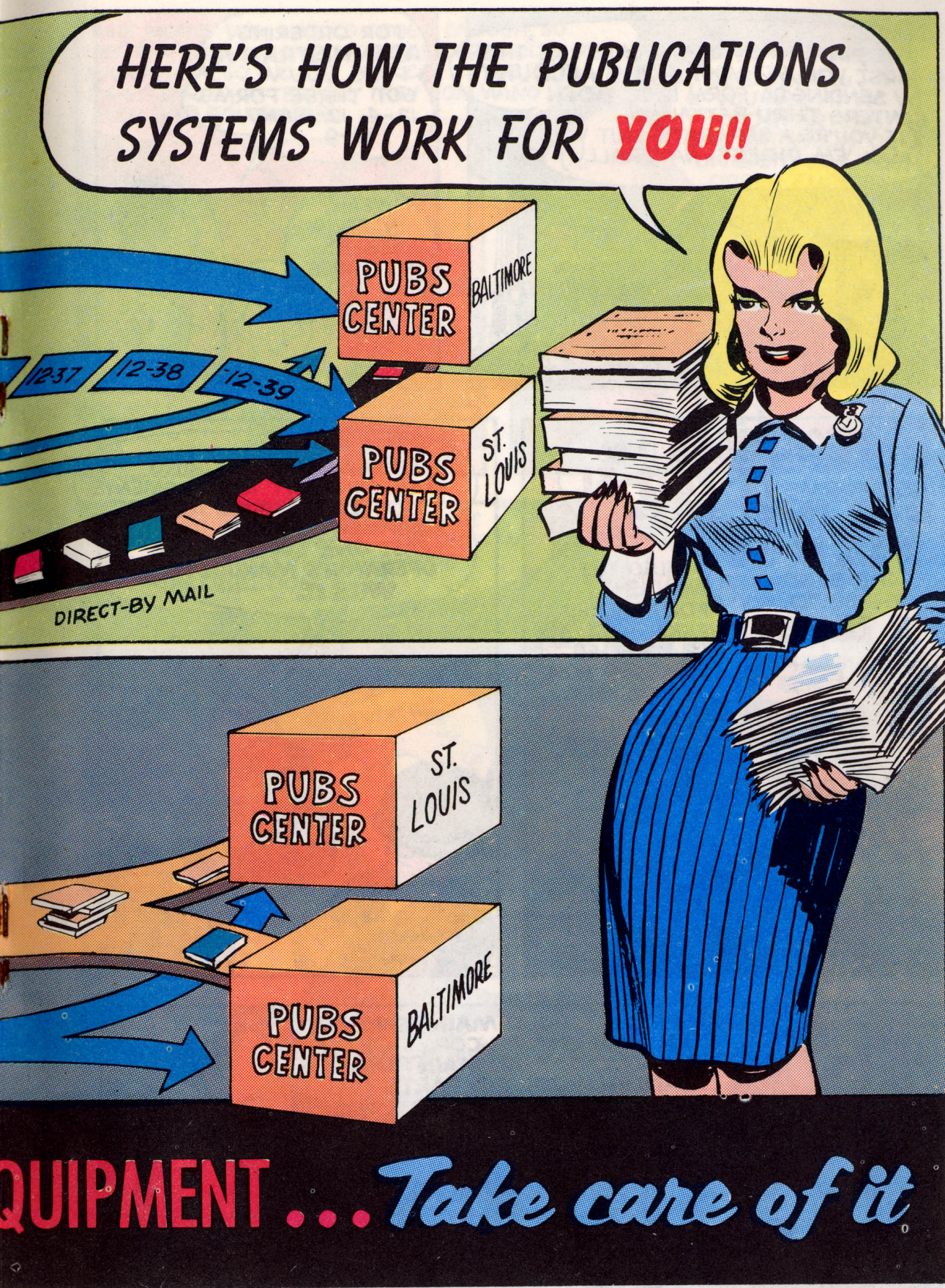
HERE, LET ME SHOW YOU THE LATEST PIN-UP ON PUB DISTRIBUTION!!



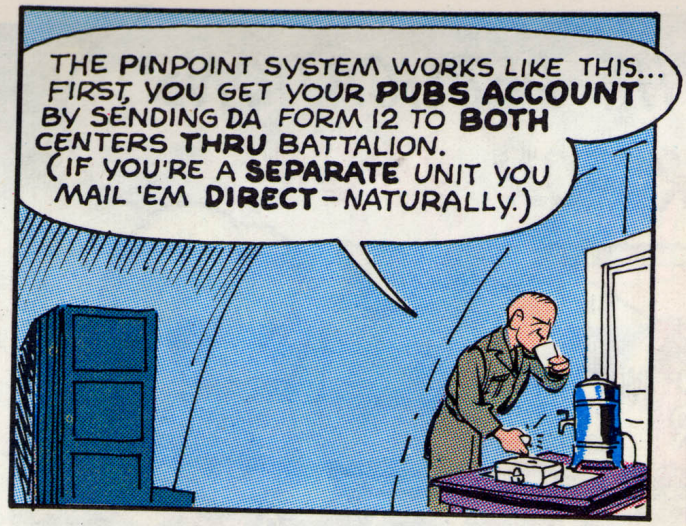
IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BU

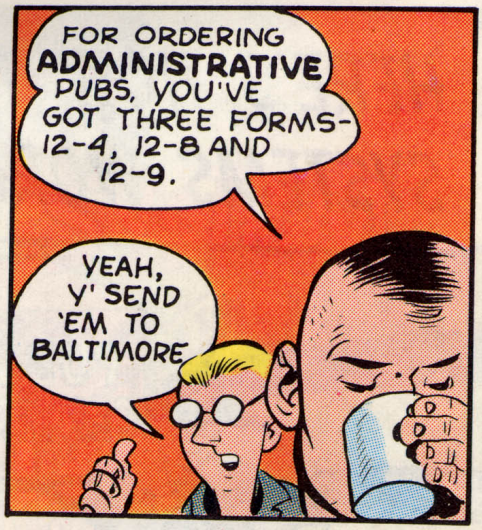


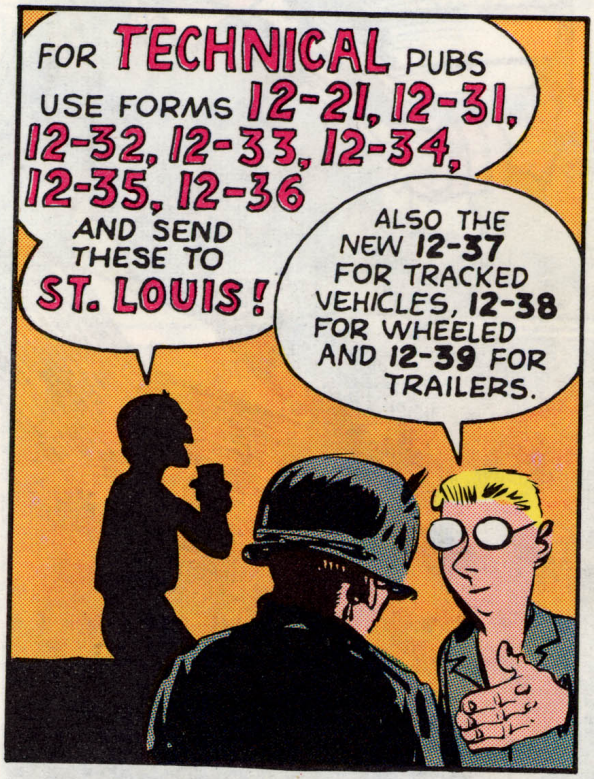
IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

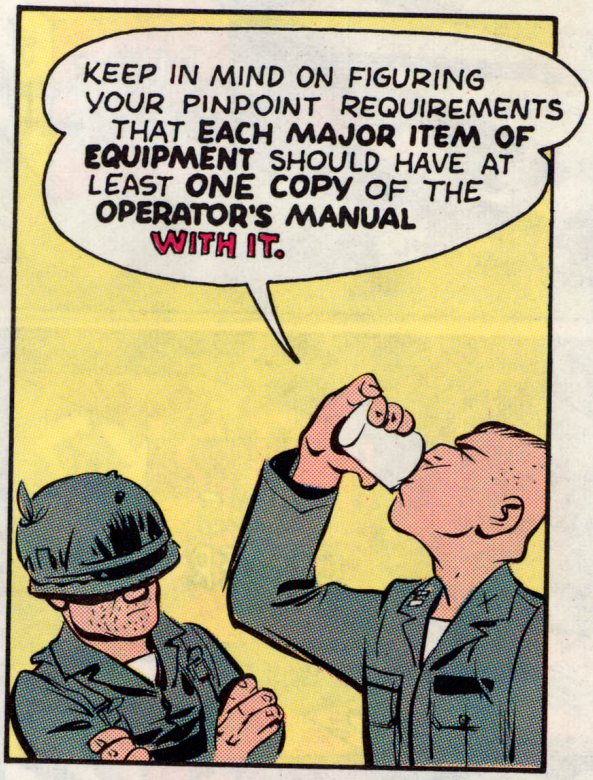


LLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

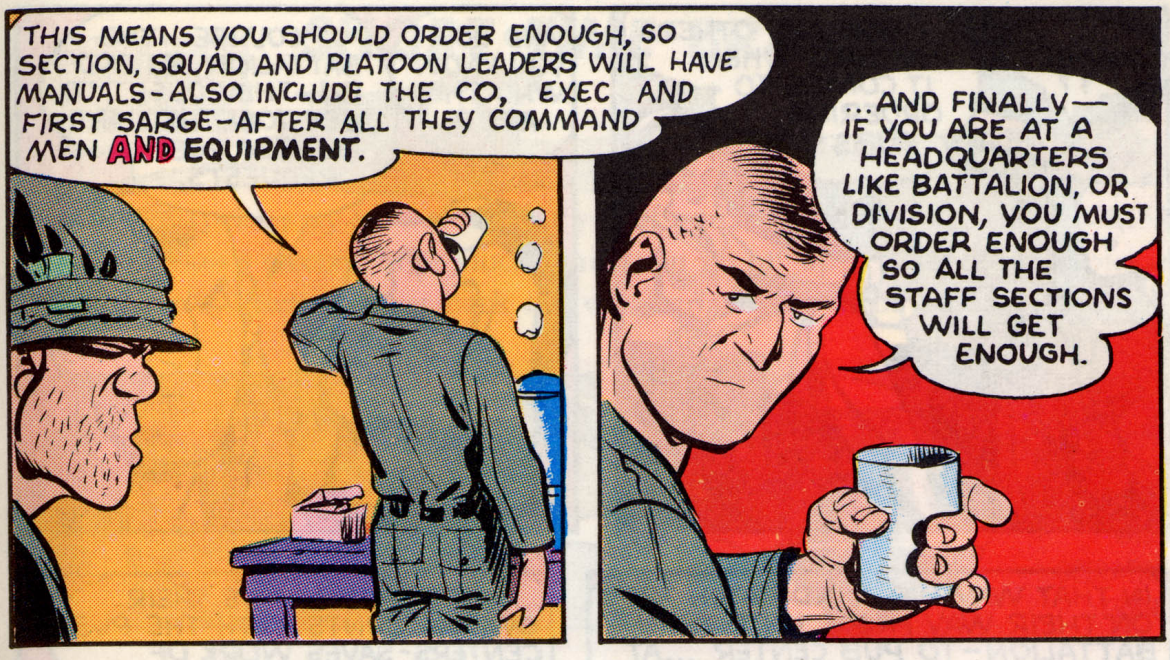

THE PINPOINT SYSTEM WORKS LIKE THIS... FIRST, YOU GET YOUR PUBS ACCOUNT BY SENDING DA FORM 12 TO BOTH CENTERS THRU BATTALION. (IF YOU'RE A SEPARATE UNIT YOU MAIL 'EM DIRECT - NATURALLY.)

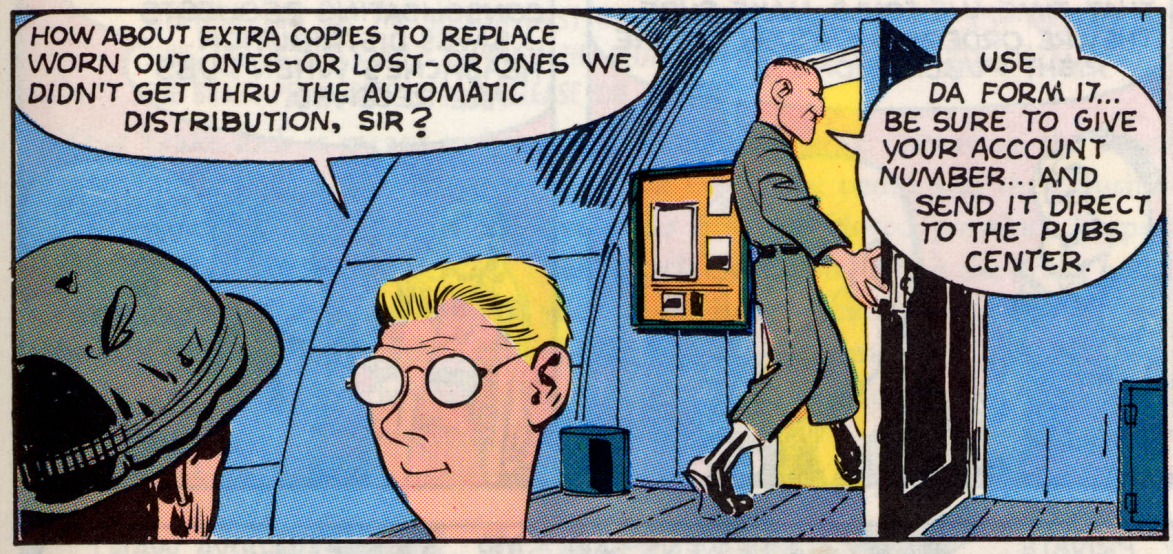

FOR ORDERING ADMINISTRATIVE PUBS, YOU'VE GOT THREE FORMS- 12-4, 12-8 AND 12-9.
YEAH, Y' SEND 'EM TO BALTIMORE

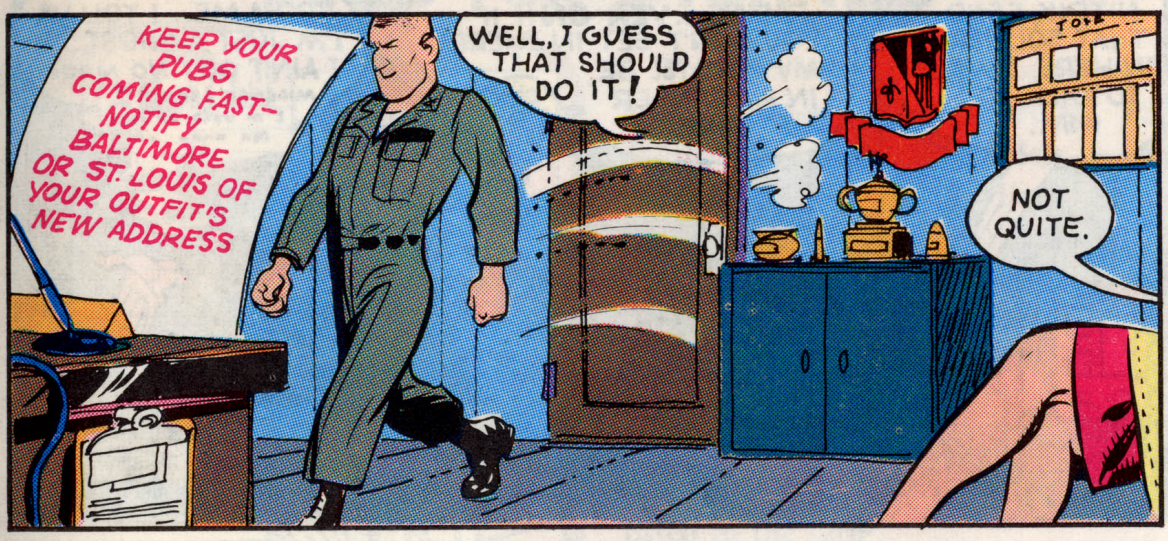

FOR TECHNICAL PUBS USE FORMS 12-21, 12-31, 12-32, 12-33, 12-34, 12-35, 12-36 AND SEND THESE TO ST. LOUIS!
ALSO THE NEW 12-37 FOR TRACKED VEHICLES, 12-38 FOR WHEELED AND 12-39 FOR TRAILERS.

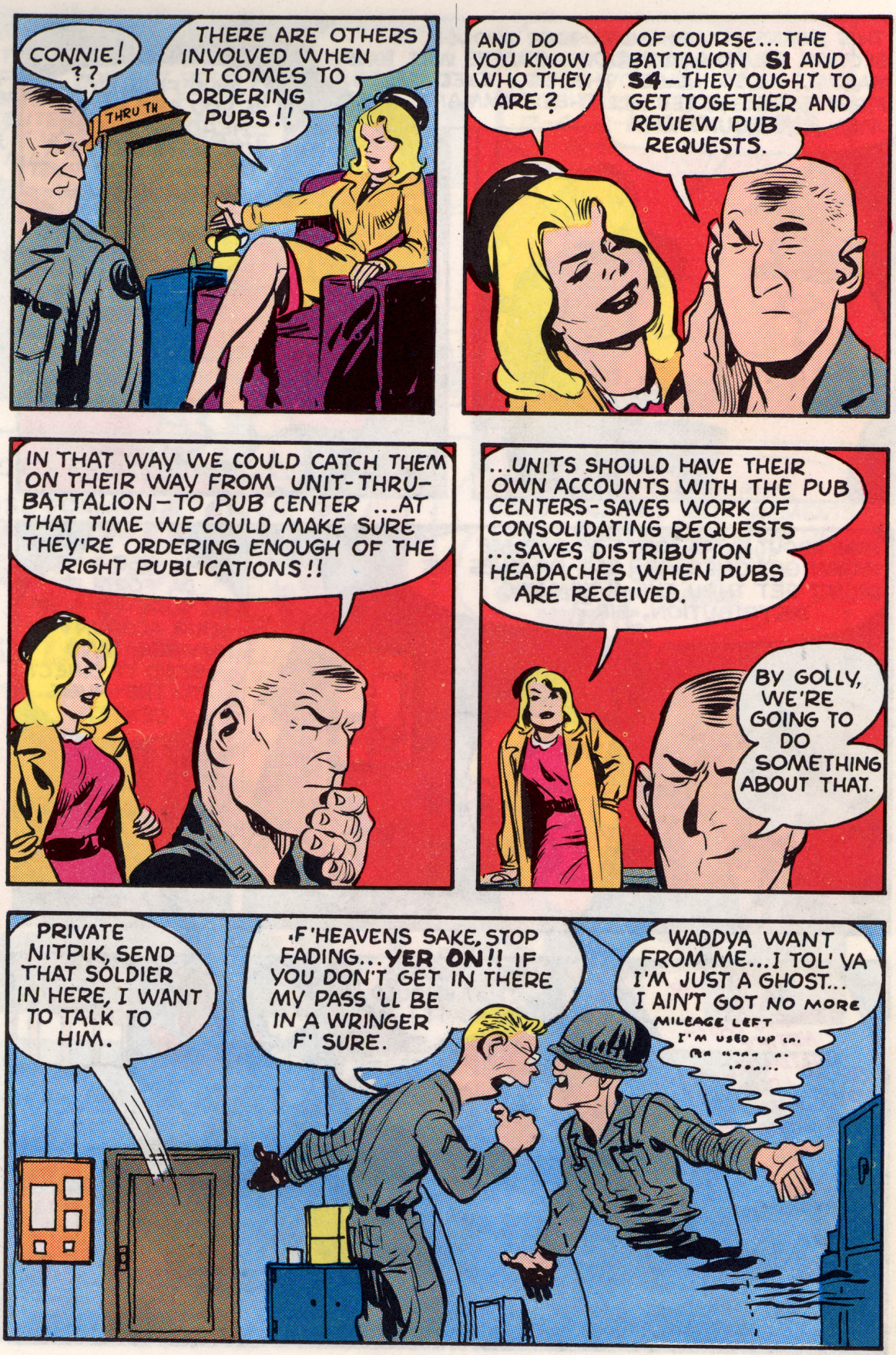

KEEP IN MIND ON FIGURING YOUR PINPOINT REQUIREMENTS THAT EACH MAJOR ITEM OF EQUIPMENT SHOULD HAVE AT LEAST ONE COPY OF THE OPERATOR'S MANUAL WITH IT.

AND SEE THAT YOUR MAINTENANCE MEN HAVE ENOUGH COPIES OF THE ORGANIZATIONAL MAINTENANCE MANUAL (-20) AND PARTS MANUAL (-20P) TO GO AROUND.

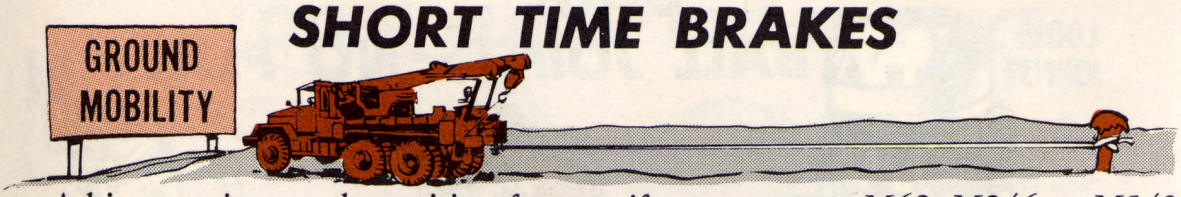

THIS MEANS YOU SHOULD ORDER ENOUGH, SO SECTION, SQUAD AND PLATOON LEADERS WILL HAVE MANUALS - ALSO INCLUDE THE CO, EXEC AND FIRST SARGE - AFTER ALL THEY COMMAND MEN AND EQUIPMENT.
...AND FINALLY — IF YOU ARE AT A HEADQUARTERS LIKE BATTALION, OR DIVISION, YOU MUST ORDER ENOUGH SO ALL THE STAFF SECTIONS WILL GET ENOUGH.


HOW ABOUT EXTRA COPIES TO REPLACE WORN OUT ONES - OR LOST - OR ONES WE DIDN'T GET THRU THE AUTOMATIC DISTRIBUTION, SIR?
USE DA FORM 17... BE SURE TO GIVE YOUR ACCOUNT NUMBER... AND SEND IT DIRECT TO THE PUBS CENTER.

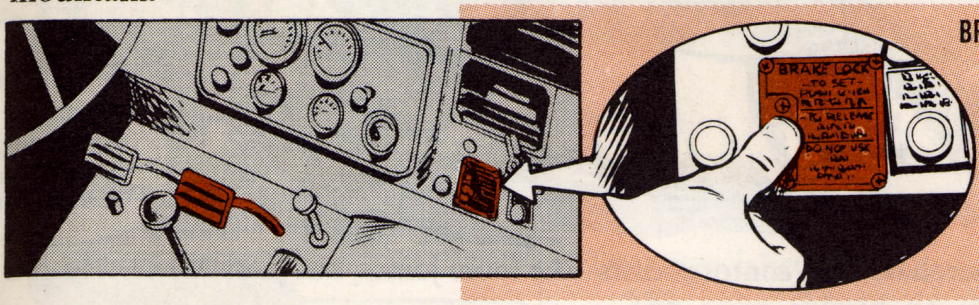

KEEP YOUR PUBS COMING FAST - NOTIFY BALTIMORE OR ST. LOUIS OF YOUR OUTFIT'S NEW ADDRESS
WELL, I GUESS THAT SHOULD DO IT!
NOT QUITE.


CONNIE! ??
THRU TH
THERE ARE OTHERS INVOLVED WHEN IT COMES TO ORDERING PUBS!!
AND DO YOU KNOW WHO THEY ARE?
OF COURSE...THE BATTALION S1 AND S4—THEY OUGHT TO GET TOGETHER AND REVIEW PUB REQUESTS.
IN THAT WAY WE COULD CATCH THEM ON THEIR WAY FROM UNIT-THRU-BATTALION—TO PUB CENTER ...AT THAT TIME WE COULD MAKE SURE THEY'RE ORDERING ENOUGH OF THE RIGHT PUBLICATIONS!!
...UNITS SHOULD HAVE THEIR OWN ACCOUNTS WITH THE PUB CENTERS-SAVES WORK OF CONSOLIDATING REQUESTS ...SAVES DISTRIBUTION HEADACHES WHEN PUBS ARE RECEIVED.
BY GOLLY, WE'RE GOING TO DO SOMETHING ABOUT THAT.
PRIVATE NITPIK, SEND THAT SOLDIER IN HERE, I WANT TO TALK TO HIM.
F'HEAVENS SAKE, STOP FADING...YER ON!! IF YOU DON'T GET IN THERE MY PASS 'LL BE IN A WRINGER F' SURE.
WADDYA WANT FROM ME...I TOL' YA I'M JUST A GHOST... I AIN'T GOT NO MORE MILEAGE LEFT

SHORT TIME BRAKES



A big surprise may be waiting for you if you use your M62, M246 or M543 5-ton wrecker's electric brake-lock while you go off up a mountainside picking wildflowers. When you get back the wrecker's liable to be gone — down the mountain.



BRAKE-LOCK **NOT** FOR ORDINARY PARKING . . . USED **ONLY** WHEN OPERATING CRANE.

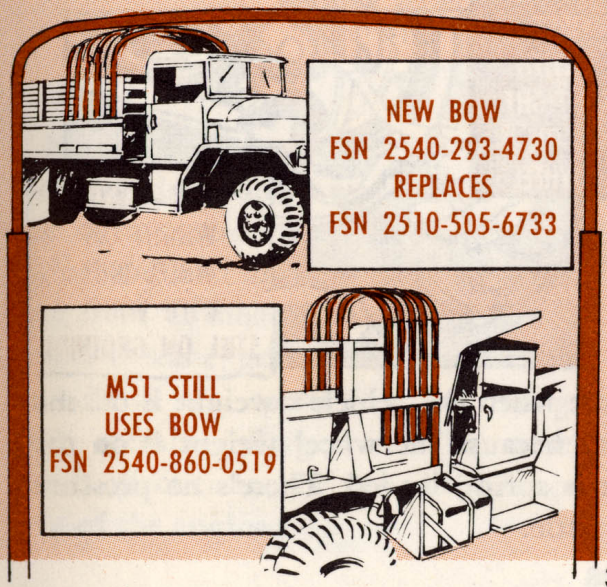
WHETHER YOU HIT THE BUTTON FIRST OR THE BRAKE PEDAL FIRST — JUST MAKE SURE THE BUTTON'S HELD IN WHEN THE PEDAL IS PUSHED DOWN — THEN RELEASE THE BRAKE PEDAL BEFORE YOU RELEASE THE BUTTON.

That brake-lock is meant to be used only when you're operating the crane. It goes into action when you press down on the brake pedal and then push in the lock button. The brake-lock valve kicks into the closed position, keeping hydraulic pressure on the brakes. Then, to release it, you just hit the brake pedal.

But you're asking for trouble if you use the brake-lock for ordinary parking. You may be gone longer than you think, and all the time that pressure is on your brake system. The hydraulic fluid may leak back or finally ram through the weakest spot in the brake system. Then — no brakes!

Your brake-lock uses current only at that moment when you punch the button.

BOWS FOR 5-TONNERS

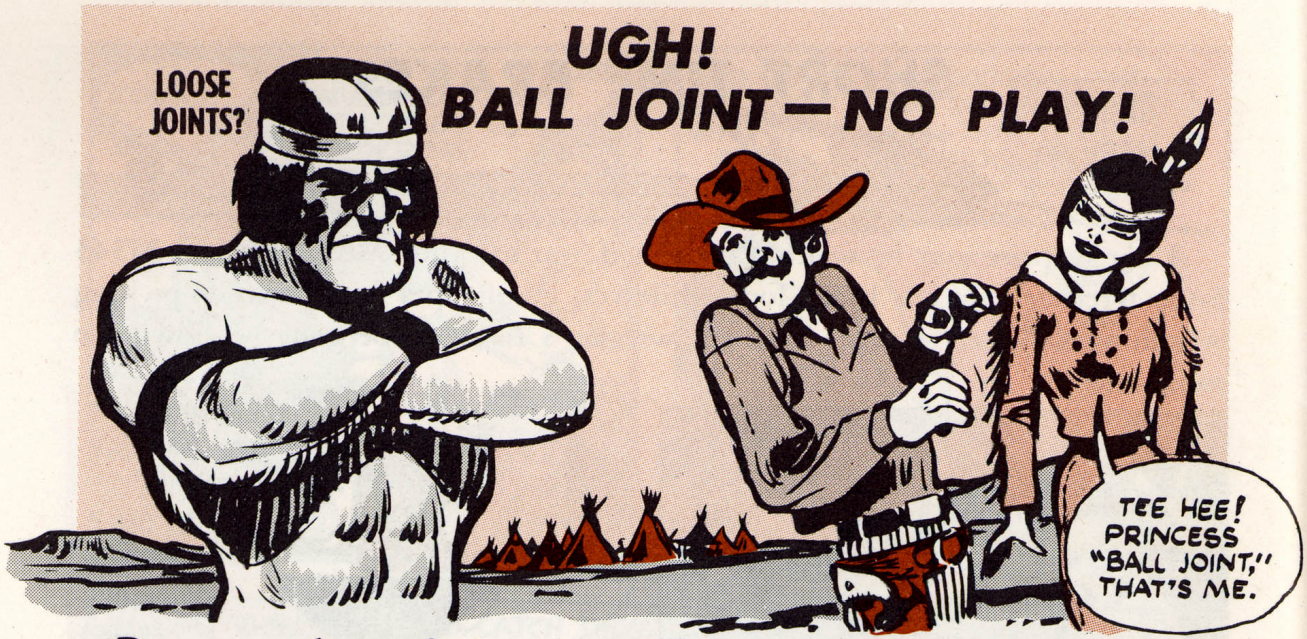


There's a new vehicular top bow for 5-ton G744-series cargo trucks. FSN 2540-293-4730 fits all models, replacing FSN 2510-505-6733 listed in TM 9-2320-211-20P (Mar 63).

It's 74-9/16 inches long — longer than the old one.

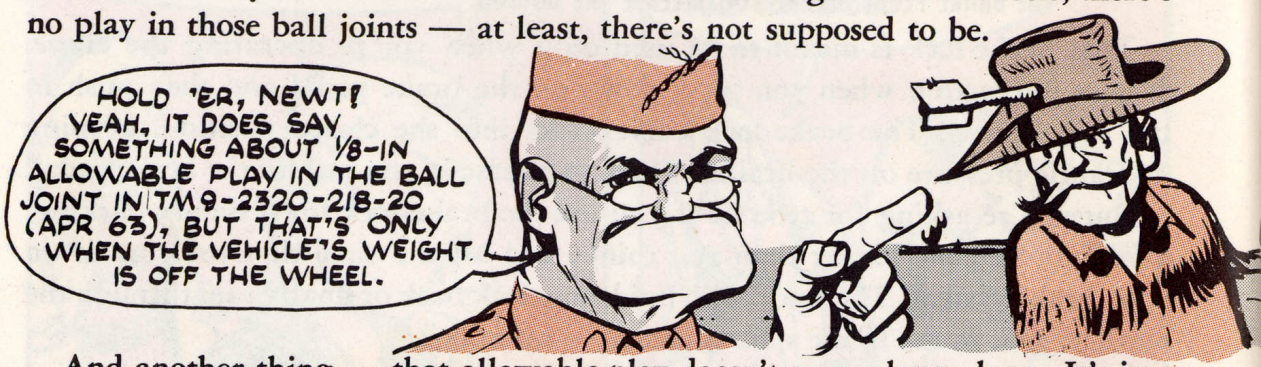
Ten bows go on the M55 and M55A2, but other models take only six.

M51 dump trucks with troop seats still use Bow, FSN 2540-860-0519, listed in the -20P.



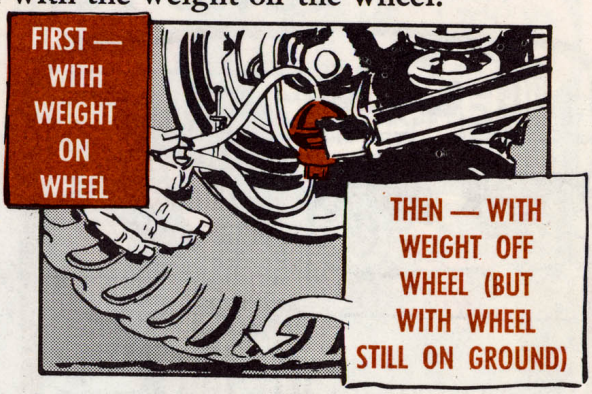
Dancers, acrobats and contortionists like loose joints, but your M151 1/4-ton truck doesn't.

Ball joints in your vehicle's front suspension system carry the weight of the vehicle. When your vehicle is sittin' with its full weight on the wheels, there's no play in those ball joints — at least, there's not supposed to be.



And another thing — that allowable play doesn't mean sloppy loose. It's just the difference between two measurements of the ball joint — first with the vehicle's weight on the wheel and then with the weight off the wheel.

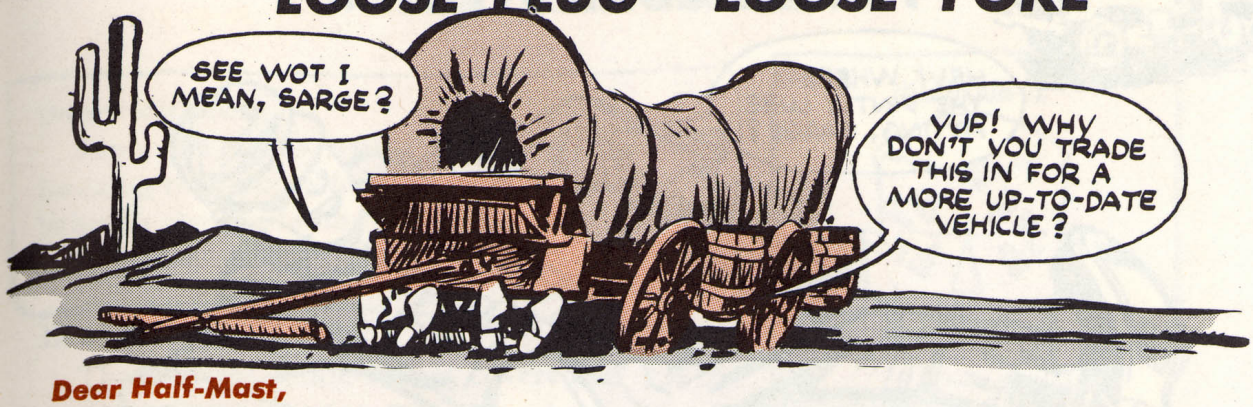
Hold 'er again, Newt! You won't get a true picture if you lift the wheel off the ground, either, 'cause you'll have the weight of the wheel on the ball joint lousing up the deal.



Like it says in your -20 TM, para 141, if you get more than 1/8-in difference in the two measurements, it's time to replace the lower ball joint.

That little bit of allowable play — just when the vehicle's weight is off the wheel — is in the lower ball joint. This's because the wheel weight is on the upper joint and, besides, the upper joint is spring loaded. There's no pressure on the lower ball joint, so it will give a little.

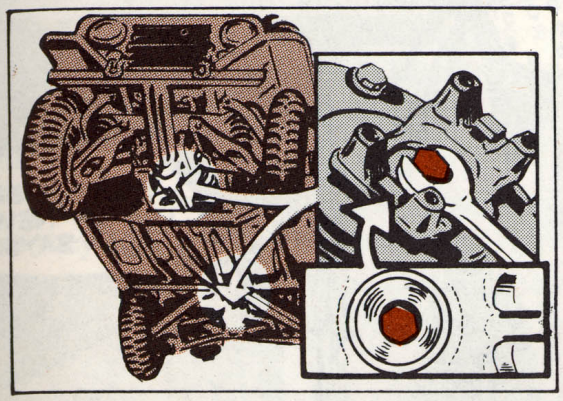
LOOSE PLUG — LOOSE YOKE



Dear Half-Mast,

Should the front and rear differential U-joint yoke (FSN 2520-745-7745) on our M151 1/4-ton truck be loose when the yoke bolt is tight? Will a loose yoke cause any U-joint damage?

SP5 F.A.D.



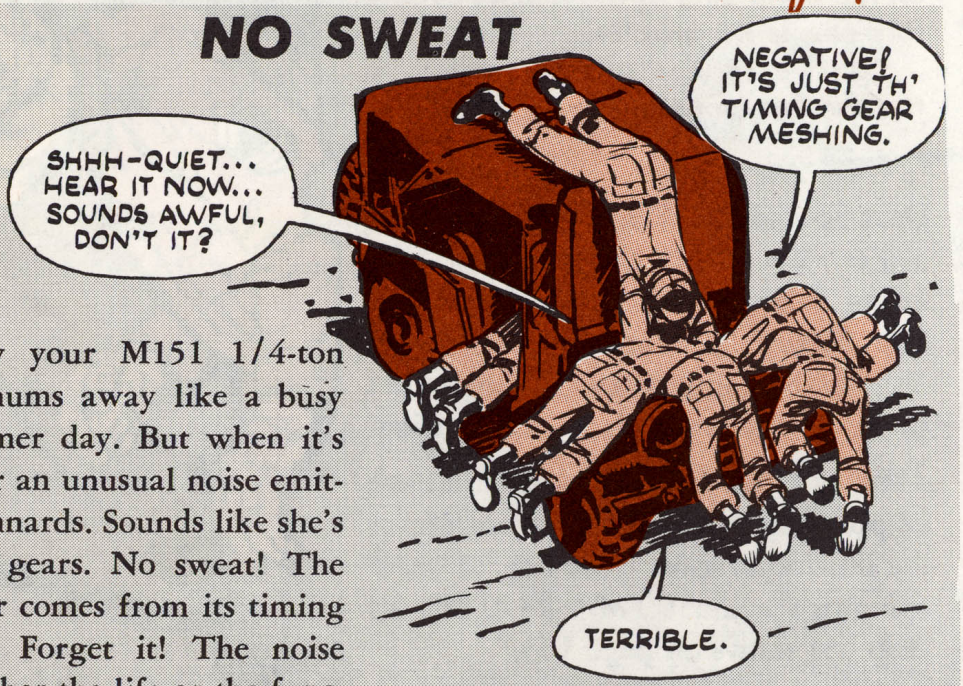
Dear Specialist F.A.D.,

The yoke should fit tight on the spline. If it doesn't then it's more'n likely due to a loose plug inside the yoke. The wobble caused by a loose yoke will wear the U-joint real fast.

So . . . if the bolt is tight but the plug is loose then you need a new yoke (flange) assembly.

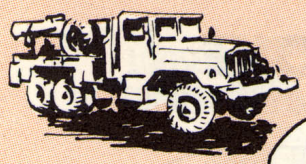
Half-Mast

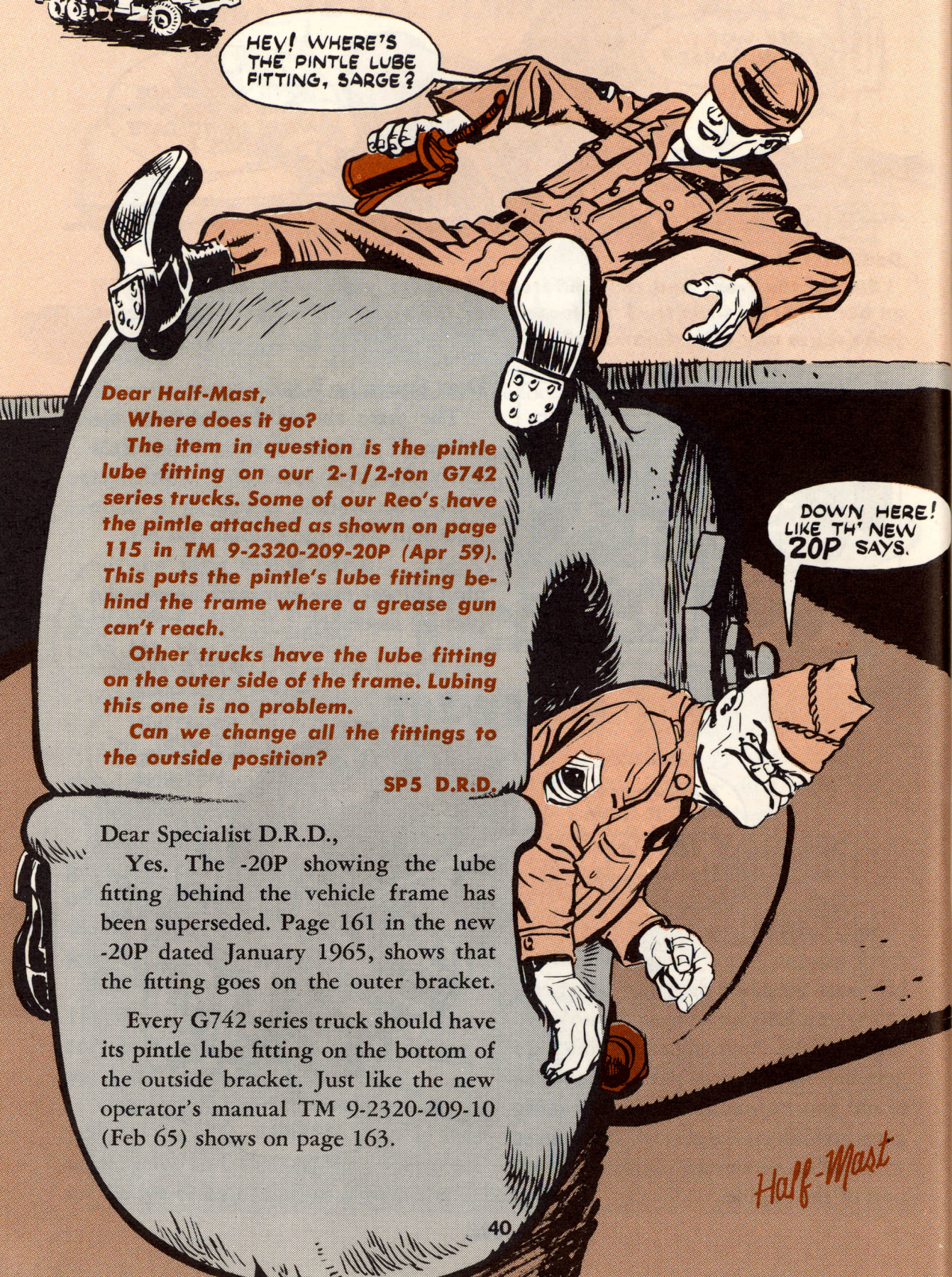
NO SWEAT



So normally your M151 1/4-ton truck engine hums away like a busy bee on a summer day. But when it's idling you hear an unusual noise emitting from 'er innards. Sounds like she's grindin' some gears. No sweat! The sound you hear comes from its timing gear meshing. Forget it! The noise won't affect either the life or the function of the engine.

PINTLE LUBE FITTING





Dear Half-Mast,

Where does it go?

The item in question is the pintle lube fitting on our 2-1/2-ton G742 series trucks. Some of our Reo's have the pintle attached as shown on page 115 in TM 9-2320-209-20P (Apr 59). This puts the pintle's lube fitting behind the frame where a grease gun can't reach.

Other trucks have the lube fitting on the outer side of the frame. Lubing this one is no problem.

Can we change all the fittings to the outside position?

SP5 D.R.D.

Dear Specialist D.R.D.,

Yes. The -20P showing the lube fitting behind the vehicle frame has been superseded. Page 161 in the new -20P dated January 1965, shows that the fitting goes on the outer bracket.

Every G742 series truck should have its pintle lube fitting on the bottom of the outside bracket. Just like the new operator's manual TM 9-2320-209-10 (Feb 65) shows on page 163.

Half-Mast

LET 'EM DRAIN

Dear Half-Mast,

Some 2-1/2-ton trucks have their flywheel housing drain plug in and some have 'em out. What is the guide-line on this? All TM's do not spell it out.

Sgt D.H.M.

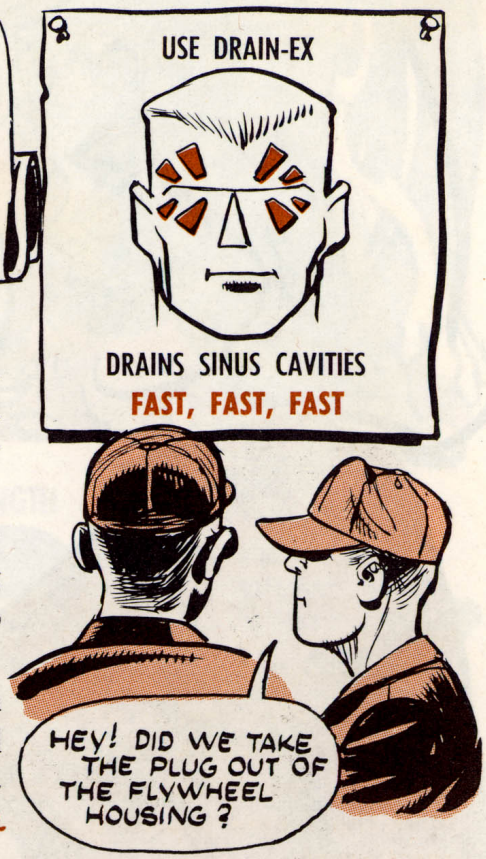
Dear Sergeant D.H.M.,

The general guide-line is covered in TB 9-2300-250-20 (Aug 61). This directive wants all tactical wheeled vehicles, except those equipped with automatic transmissions, to leave their plugs out.

This is done to keep the engine and transmission lubes that seep into the flywheel housing from piling up and causing the clutch to slip or fail.

The hydramatic trucks do not have a clutch so they're not affected. Their plug stays put and is only removed when the housing needs draining — like after fording.

Half-Mast



TM'S FOR TRUCKS...

NEW FOR G742

Y'gotta look sharp, now, to keep tabs on what you need and don't need for your 2½-ton G742-series truck — and this goes for the M35A1 and other multi-fuel jobs, too.

Now that you've got with TM 9-2320-209-10 (Feb 65), you drivers can ignore TM 9-2320-235-10 (Dec 61) and also the operator's section in TM 9-8022 (Dec 54). Dead now, too, is the stuff in TB 9-2320-209-12/1 (Jan 59) that applied to operators. TM 9-2320-209-20 (Apr 65) is now the new bible for organizational mechanics — this kills off the TM 9-8022 and TB completely. But hang onto your copy of the old TM; it has some good background info that wasn't picked up in the new TM.

And there's a new parts manual on the G742-series for organizational maintenance — TM 9-2320-209-20P (Jan 65). This does away with TM 9-2320-209-20P (Apr 59) and TM 9-2320-235-20P (Jan 62).

Battles aren't won with vehicles alone — but a lot of battles couldn't be won without 'em. The day of all push buttons and robots isn't here yet — and when the day does come, a lot of those robots will run on wheels.

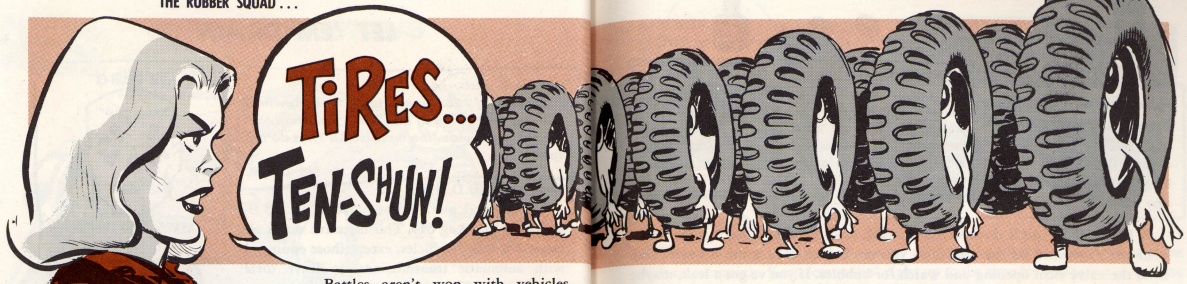
So, for a long time to come you and your vehicle carry a big responsibility.

Without you and your truck, a lot of guys won't get where they're supposed to go or won't get the supplies and other stuff they need when they get there.

You're responsible for a real organization when you're gripping the steering wheel of that tactical wheeled vehicle. That vehicle is a whole lot of parts "organized" to do a certain job.

And your "organization" depends on a real hot-shot squad to do its mission. That's the "tire squad." Without those tires, your vehicle isn't going anyplace — at least, not very far or very fast.

So you're the "squad leader" for those all-important tires. Your "squad" may be made up of anywhere from five (including the spare) to 11 tires, depending on whether you've got a ¼-ton truck or a 6 x 6 tandem dual job.



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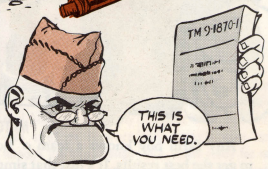
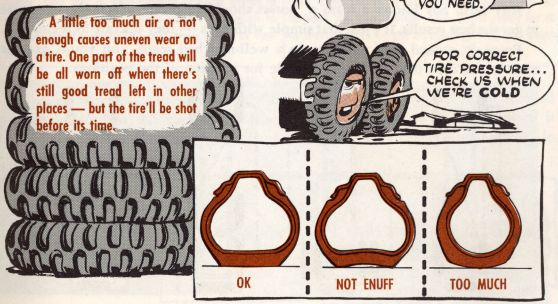
GAGING YOUR STRENGTH

Now, how's your "tire squad?" You find out with a full-scale inspection. All you need the first time around is a tire gage — and a set of eagle's eyeballs.

Your vehicle TM and data plates tell you what air pressure's needed — and this'll be different according to whether you're traveling in sand or snow or on the highway.



A little too much air or not enough causes uneven wear on a tire. One part of the tread will be all worn off when there's still good tread left in other places — but the tire'll be shot before its time.



MORE

GAGING YOUR STRENGTH

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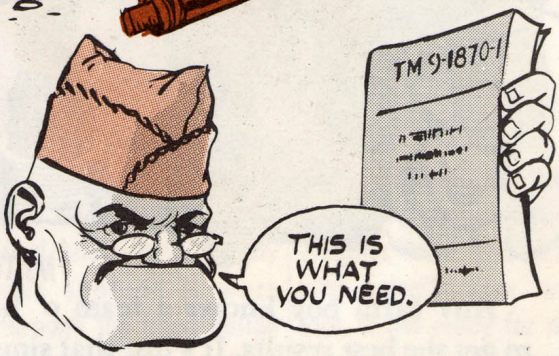

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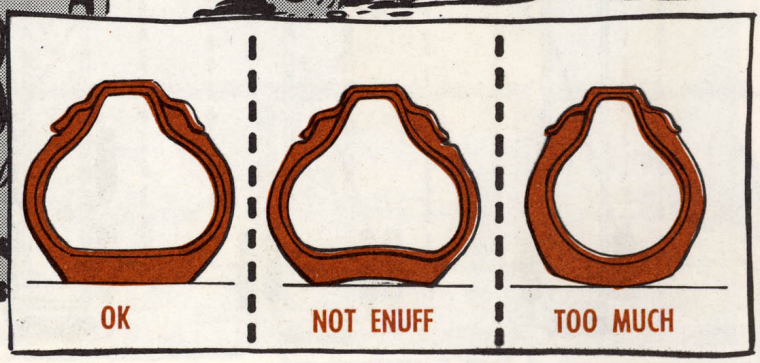
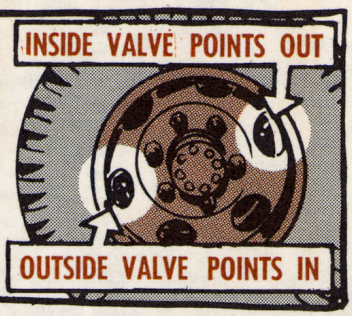


PS MORE

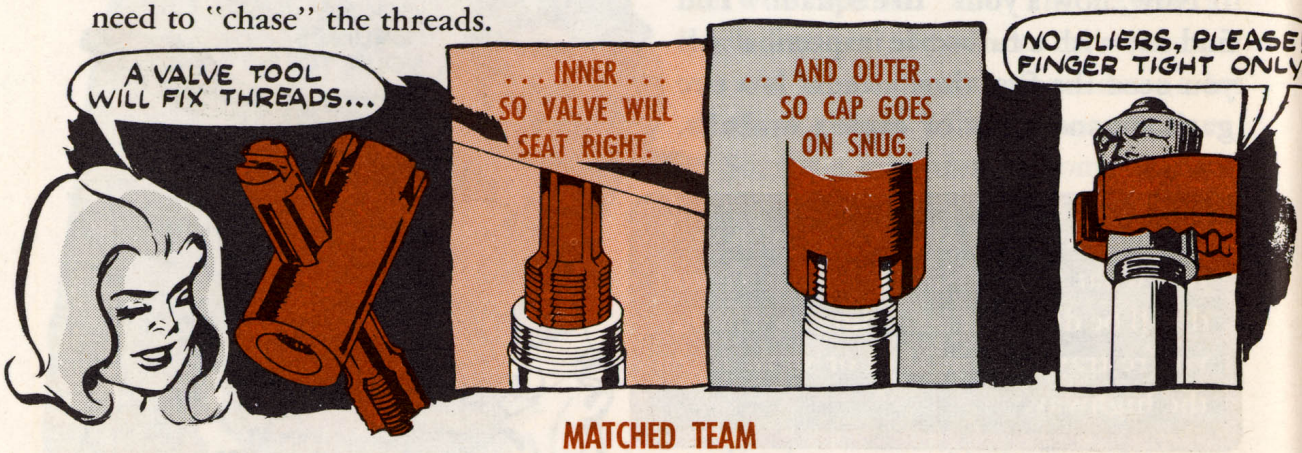
VALVE CAPS VALUABLE

You can't check the tire pressure without taking the valve cap off—and there should be a valve cap to take off. Without a protective cover, the valve can be loused up by water, dirt and tiny stones.

If it's a dual-wheeled job you're goin' over, see if the valves are positioned right. The "right way" protects the valves and makes them easy to get at — includin' in the dark so position 'em opposite each other.



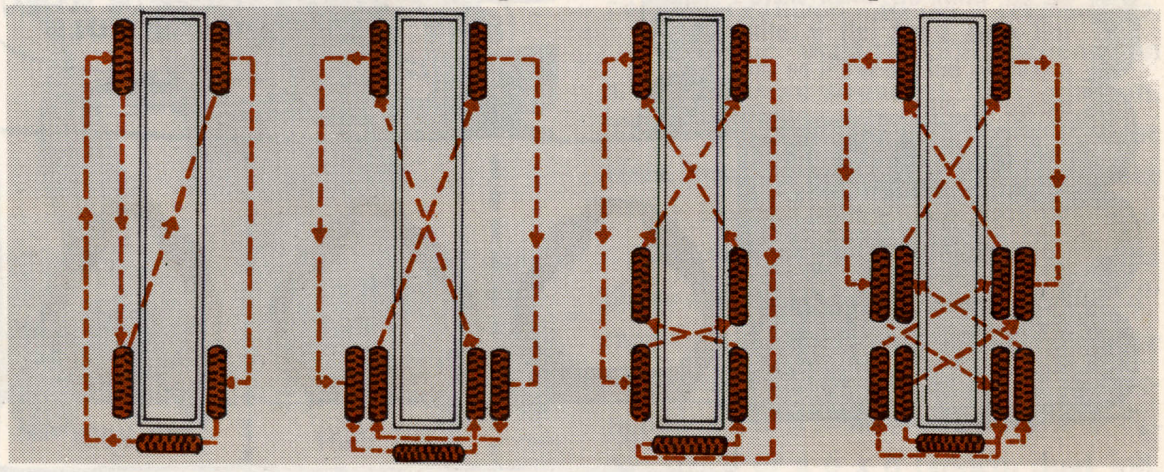
A little dab o' spit'll do it—if you want to check for a leaky valve when your tire's mounted on the vehicle so you can't dunk it in a tub o'water. Dab it on the valve stem opening and watch for bubbles. If you've got a leak, maybe the valve core only needs tightening . . . or maybe some dirt's got down in there and is holding the valve open . . . or, most likely, you need a new valve core or need to "chase" the threads.

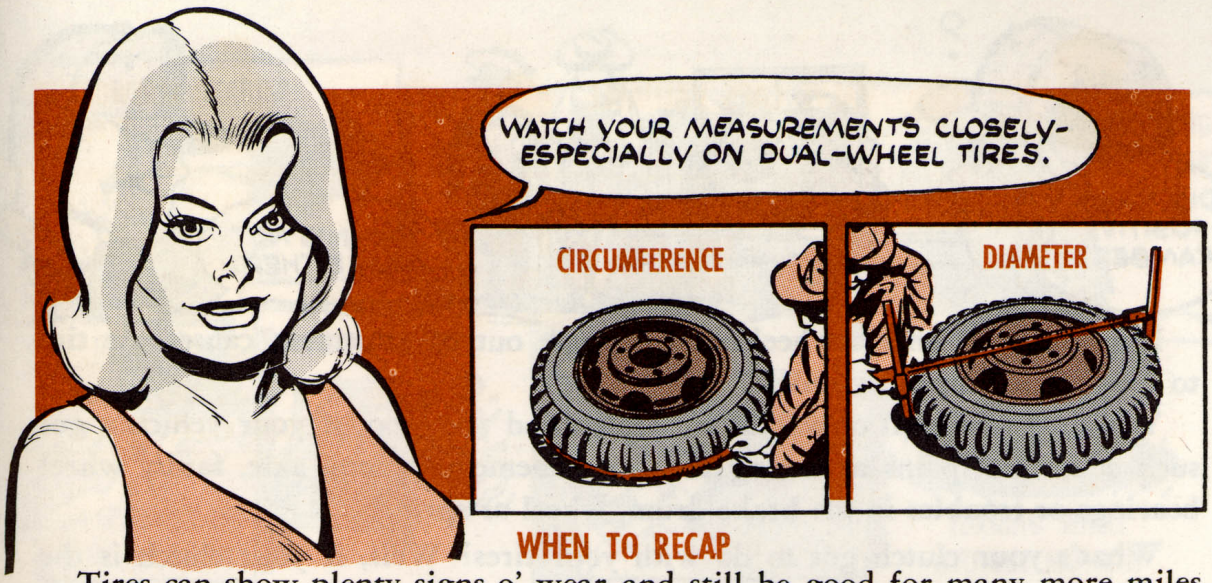


MATCHED TEAM

Any farm boy knows a team o' horses should be pretty nearly the same size to get the best results. It's just that simple with tires — they operate as teams, too.

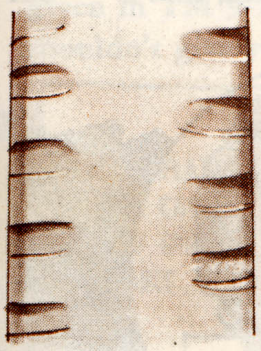
Properly rotated tires will remain a well-matched team, and you'll get the most out of each tire . . . Here's a guide for rotation of the positions:



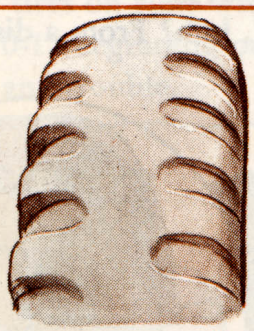


WHEN TO RECAP

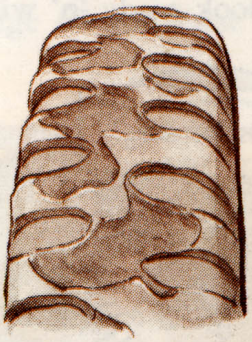
Tires can show plenty signs o' wear and still be good for many more miles before recapping. Keep 'em rollin' right up to the time for recapping — but not a minute longer. Once the cord shows through, that tire's had it — it's junk.



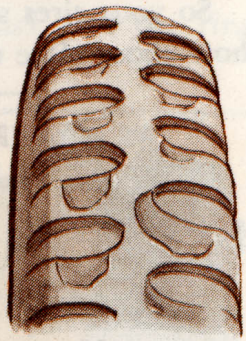
When the tread design is worn off evenly in the center, and has a wide smooth surface, take it off because it's ready to be recapped.



A narrow or medium smooth surface is not worn enough to get it recapped. There's still plenty of tread design in the center — enough to give more miles of running.



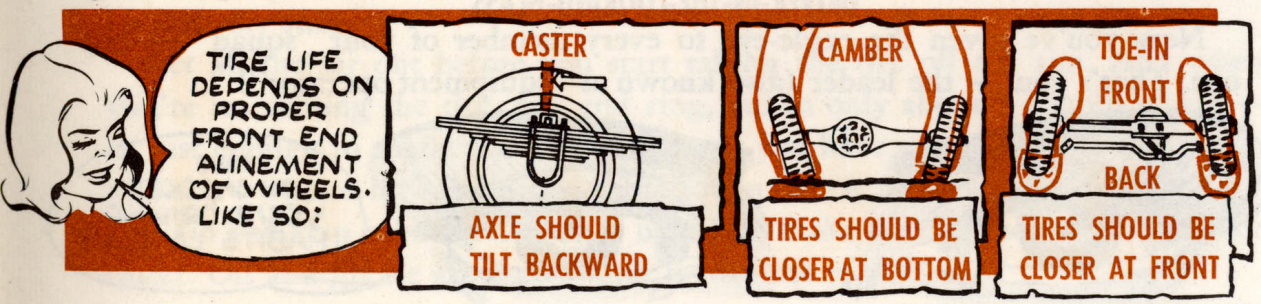
If your tires show irregular wear — so that the cord body shows in any one spot or is worn through the tread design in several spots — get it recapped.

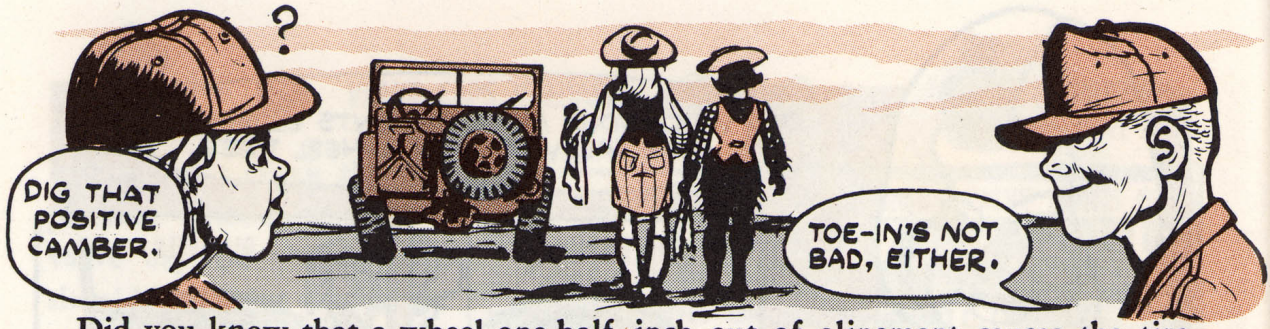


A tire that looks like this, although it shows shallow irregular wear and very little smooth worn surface, is not ready for recapping. Still got plenty of wear.

MECHANIC TO THE RESCUE

As an operator, you may be only an assistant when it comes to mechanical adjustments, but, as "tire squad" leader, you're the guy-in-the-know when it comes to spottin' the need for mechanical adjustments to keep your "squad" in good shape.





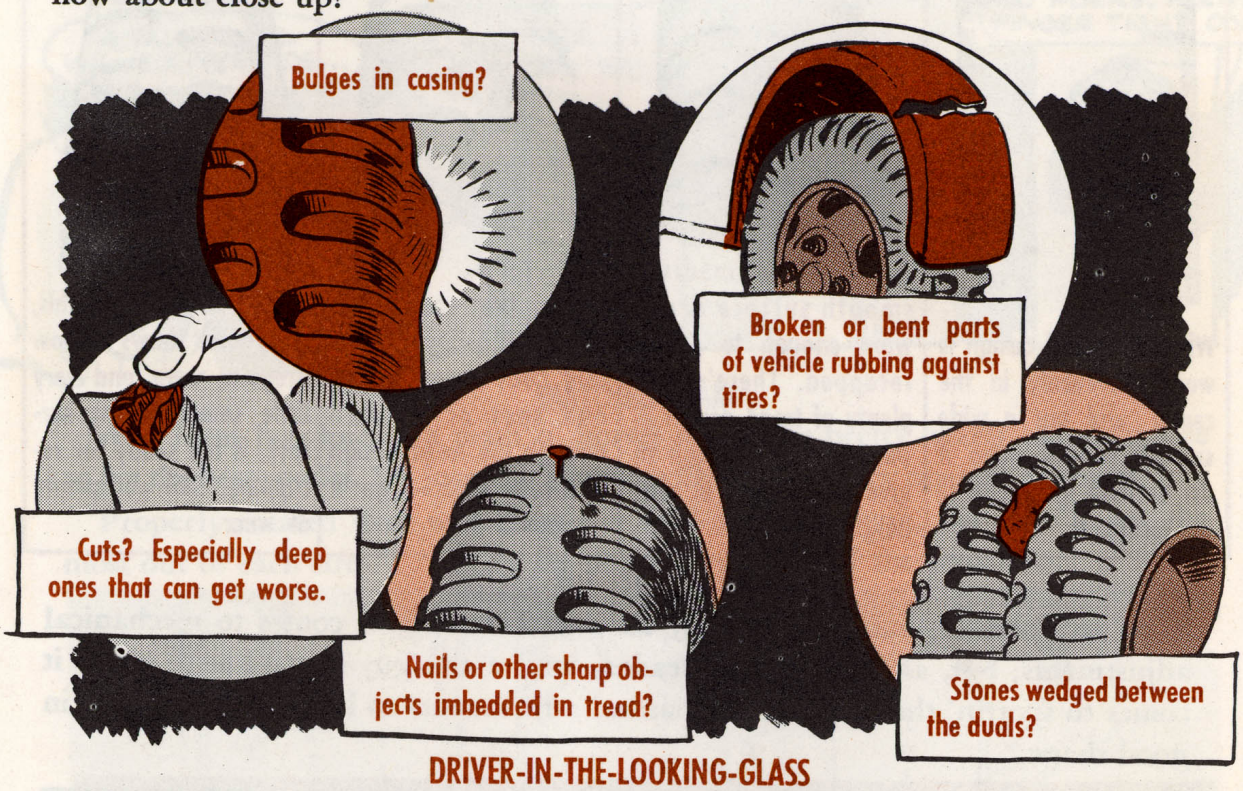
Did you know that a wheel one-half inch out of alinement causes the tire to drag 87 feet in every mile?

You'll leave a trail o' wasted rubber behind you, too, if your vehicle's got such aches and pains as wrong turning alinement, sprung axle, faulty wheel bearings or troubles in the brake drum, wheel or spring.

What's your clutch got to do with your tires? Well, if your clutch is the grabby kind, it starts you off with a jump — one of the quickest ways to burn some of the rubber off your tires.

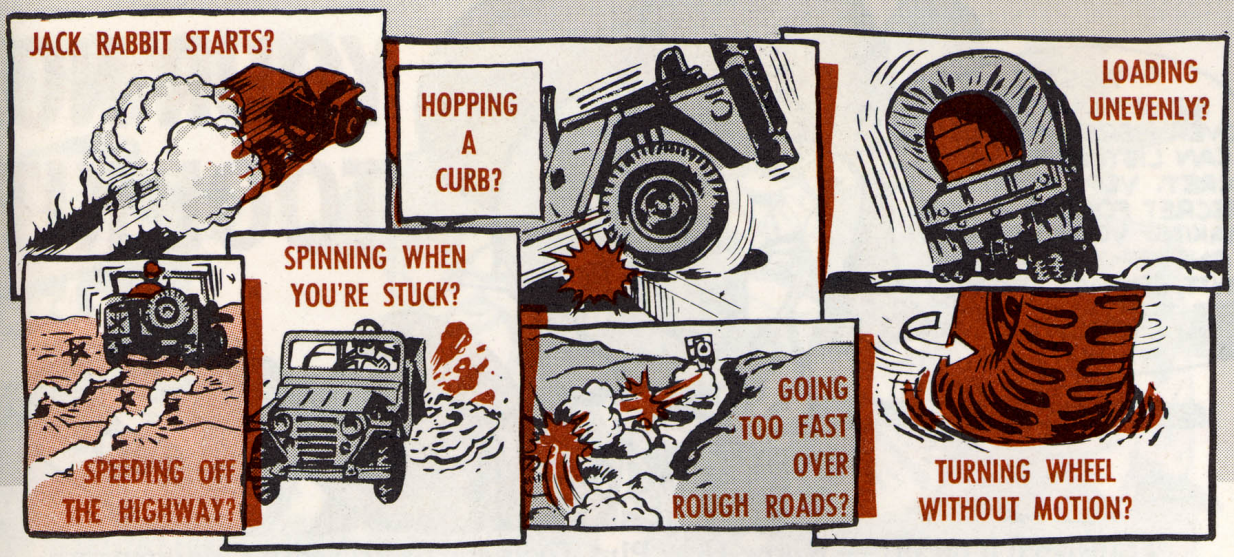
LOOK 'EM OVER

So your tires all look ready 'n' willin', huh? From a distance, that is — but how about close up?



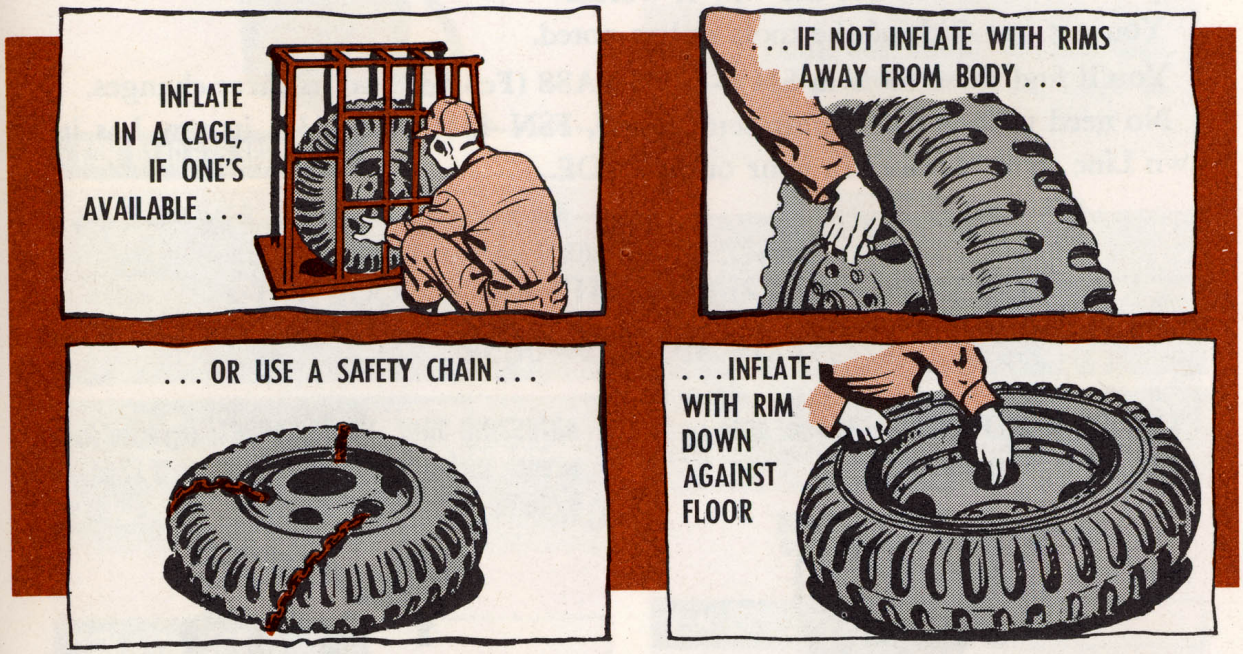
DRIVER-IN-THE-LOOKING-GLASS

Now you've given the eagle-eye to every member of your "squad" — but one. That's you — the leader (also known as "equipment operator").



NOW, WHEN IT COMES TO MOUNTING . . .

There's no need to lose your head — which you can do if you're not careful — when mounting tires on rims with locking rings. Stick to the directions, as given in TM 9-1870-1 (beginning on page 63 for these rims), and the rings shouldn't give you any trouble.



Play it safe, too, by making sure you've got the right rings for the rims. And steer clear of rings that're damaged or badly rusted so they don't fit snug — and stay snug.

Get all the air out before you start taking the tire off the rim. And when you're assembling the tire, rim and ring, put in only about 5 pounds of air — or just enough to shape and seat the tire. If you have to tap the ring into place, you don't want a lot of pressure behind it in case it pops out.

Plain bar soap rubbed on the tire bead will make the tire and rim go together easier. Oil and grease are out — they'll ruin the rubber.

END

YOUR NO.1 TOOL KIT

Translated it means — Know-How Plus Tools equals Preventive Maintenance.

You say you have the know-how but may be missing some of the tools.

If it's the No. 1 Common Organizational Maintenance Tool Kit, FSN 4910-754-0654, you need to check, here's your guide.

Remember, a difference in the manufacturer may make a difference in the way a tool looks but not the way it works.

You get one each of the tools unless noted.

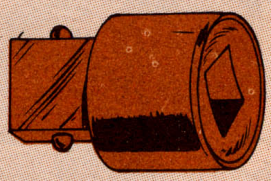
You'll find these tools in SM 9-4-4910-A88 (Feb 63) and its three changes.

No need to look for the air compressor, FSN 4310-752-9633; it now has its own Line Item Number in your outfit's TOE.

NO. 1 COMMON ORGANIZATIONAL MAINTENANCE TOOL KIT

FSN 4910-754-0654

ADAPTER, SOCKET WRENCH: 3/4 in. male sq-end, 1/2 in. female sq-end.

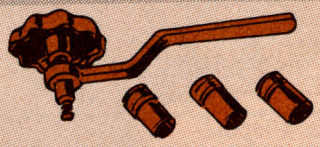


FSN 5120-144-5207

ADJUSTING TOOL, BRAKE SHOE: dble blade ends, offset, 1/2 in. w x 8 in. lg overall.

FSN 5120-596-1034

ADJUSTING TOOL, VALVE TAPPET: replaceable wrench socket type, 1/2 in. sq-drive, 1/2 in., 9/16 in., & 5/8 in. size sockets.



FSN 5120-293-0595

BAR, GREASE: 28 in. to 30 in. lg overall.

FSN 5120-180-0865

BAR, WRECKING: 3/4 in. dia stk, 30 in. lg overall.

FSN 5120-293-0665

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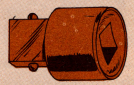

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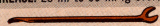
FSN 5120-596-1034

ADJUSTING TOOL, VALVE TAPPET: replaceable wrench socket type, 1/2 in. sq-drive, 1/2 in., 9/16 in., & 5/8 in. size sockets.

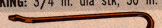
FSN 5120-293-0595

BAR, GREASE: 28 in. to 30 in. lg overall.

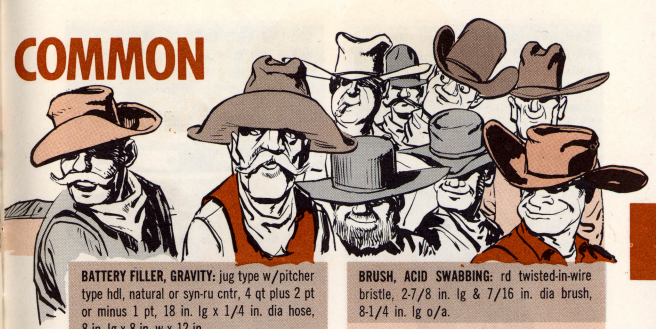


FSN 5120-180-0865

BAR, WRECKING: 3/4 in. dia stk, 30 in. lg overall.



FSN 5120-293-0665



COMMON

BATTERY FILLER, GRAVITY: jug type w/pitcher type hdl, natural or syn-ru cntr, 4 qt plus 2 pt or minus 1 pt, 18 in. lg x 1/4 in. dia hose, 8 in. lg x 8 in. w x 12 in.

FSN 6140-635-3824

BATTERY FILLER, SYRINGE: 6 fluid oz ru bulb type, rigid bent nozzle, 10-3/4 in. lg overall.

FSN 6140-643-4490

BLADE, HAND HACKSAW: HSS, all hard-type 24 teeth per in., 0.025 in. thk, 10 in. lg.

FSN 5110-237-8107

BLOWTORCH, GASOLINE: pump generating pressure type, 1 qt cap. rd tank.

FSN 5120-222-1371

BRUSH, ACID SWABBING: rd twisted-in-wire bristle, 2-7/8 in. lg & 7/16 in. dia brush, 8-1/4 in. lg o/a.

FSN 7920-543-7728 — 6 in set

BRUSH, PAINT: oval, syn fil, w/chisel edge, 1-7/16 in. w x 1-1/16 in. thk, 2-7/8 in. exposed lg.

FSN 8020-297-6657 — 2 in set

BRUSH, STENCIL: lg hdl, 13/16 in. dia of bristles at ferrule, 9-1/2 in. lg overall.

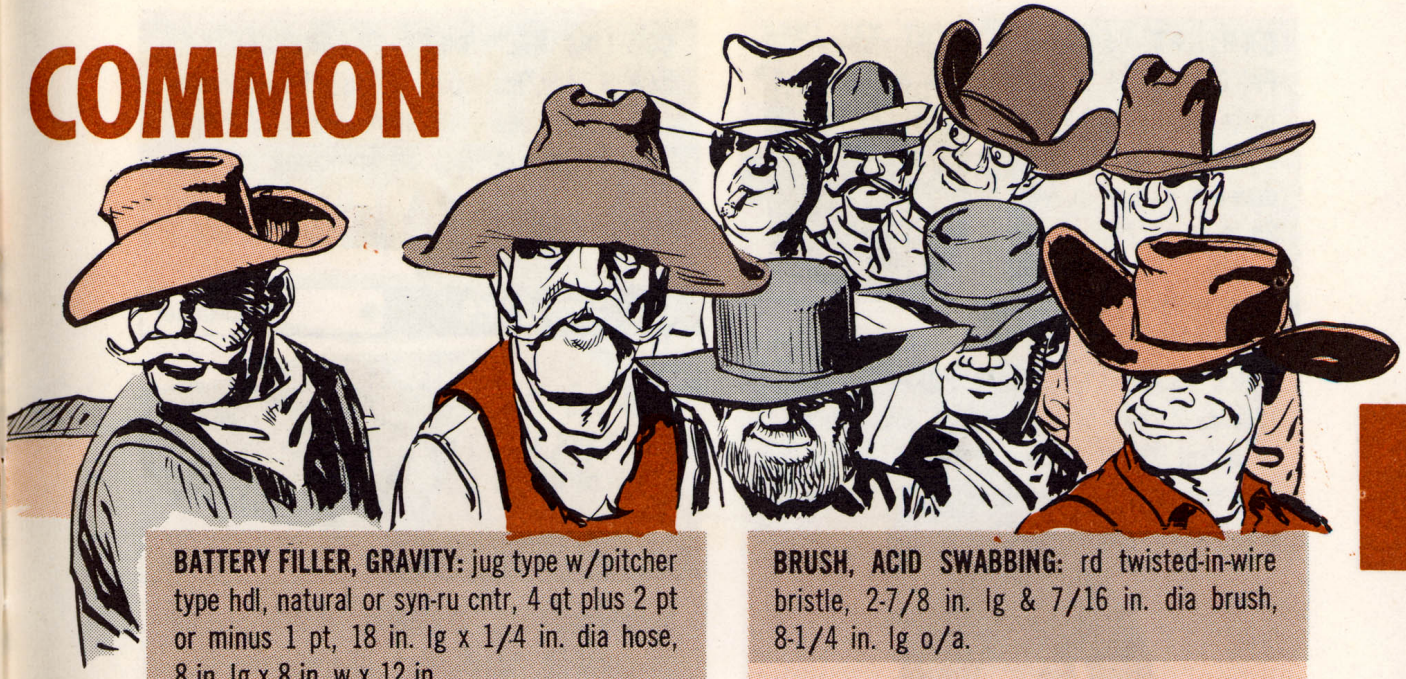
FSN 7520-223-8000

BRUSH, WIRE, SCRATCH: S wire, curved hdl, rocker rect face, 1-1/8 in. to 1-1/4 in. lg clear of block, 4 rows w, 18 rows lg, 6 in. to 6-1/4 in. lg brush part, 14 in. lg overall.

FSN 7920-291-5815 — 4 in set

MORE

COMMON



BATTERY FILLER, GRAVITY: jug type w/pitcher type hdl, natural or syn-ru cntr, 4 qt plus 2 pt or minus 1 pt, 18 in. lg x 1/4 in. dia hose, 8 in. lg x 8 in. w x 12 in.

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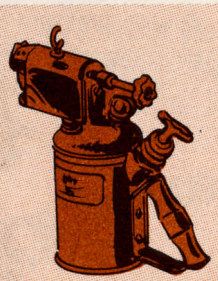
FSN 6140-643-4490

BLADE, HAND HACKSAW: HSS, all hard-type 24 teeth per in., 0.025 in. thk, 10 in. lg.

FSN 5110-237-8107

BLOWTORCH, GASOLINE: pump generating pressure type, 1 qt cap. rd tank.



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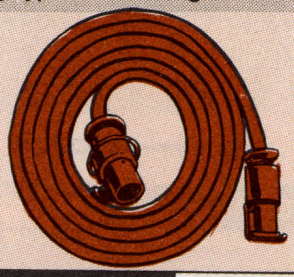
FSN 7920-291-5815 — 4 in set

P.S. MORE

CABINET, SPARE PARTS: vehicle repair parts and tools, S body w/wdn top, w/11 drawers, 35-1/2 in. h x 25 in. w x 27 in. deep overall.

FSN 7125-330-0130

CABLE ASSEMBLY, SPECIAL PURPOSE, ELECTRICAL: 2 cond stranded no. 1 AWG, ru ins, ru jacket, 20 ft lg overall, 18 ft 10 in. lg excl terminations, 7/8 in. x 1-1/2 in. cross sec, 2 plug type term fittings.

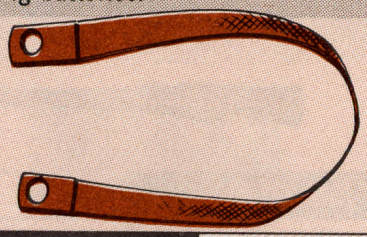


FSN 4910-474-9135

CAPS, VISE JAW: br face, 4 in. w jaw.

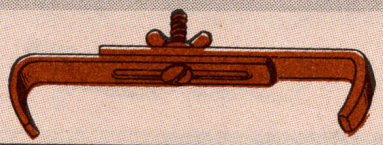
FSN 5120-221-1506

CARRIER, STORAGE BATTERY, HAND: strap type, for lg batteries.



FSN 5120-529-4124

CLAMP, WHEEL CYLINDER, HYDRAULIC BRAKE: 2-5/8 in. to 4-7/8 in. cyl cap., sliding arm type, S clamp, 4 clamps per set.

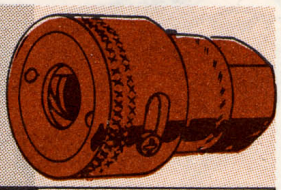


FSN 4910-244-4900 — 2 in set

COUPLING HALF, QUICK DISCONNECT: stght flow, S body, male push-pull quick disconnect end, unthreaded male fluid connection end, 9/16 in. across flats of wrenching surface.

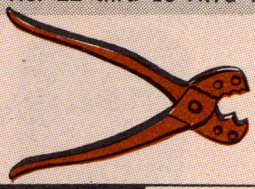
FSN 4730-142-1959 — 3 in set

COUPLING HALF, SELF-SEALING: S, stght flow, 1/4-18NPT, swv type.



FSN 4730-595-1813 — 3 in set

CRIMPING TOOL, TERMINAL, HAND: manual compression, No. 22 thru 10 AWG wire size.



FSN 5120-293-2319

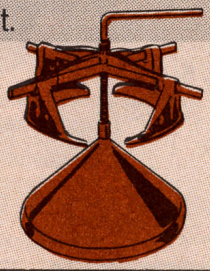
CROWBAR: 1-1/4 in. stk dia, 59 to 62 in. lg overall.

FSN 5120-224-1390

CUTTER, TUBE: for close flare cutoff, inclosed feed mech type, w/deburring tool, 1/8 in. to 1-1/8 in. od tu cutting range.

FSN 5110-288-6520

DEMOUNTER, PNEUMATIC TIRE: 7.00 x 16 to 14.00 x 24 automotive tire size, manually driven, pressure supplied to working mech by screw shaft.



FSN 4910-683-9362

DISPENSING PUMP, HAND DRIVEN: for gasoline or kerosene, continuous flow type, pump hd body flange mtd for 1-1/2 in. or 2 in. bung opng, discharge fitting. 3/4 in. thd nozzle hose, 8 ft lg overall, 42 in. lg nonadj intake pipe, 12 gal per 100 revolutions.

FSN 4930-263-9886

DISPENSING PUMP, HAND DRIVEN: piston self-measuring type, flgd mtg pump hd body, 1-1/2 in. & 2 in. bung opngs, 1/2 in. thd nozzle discharge fitting, adj intake pipe, 1 qt per stroke.

FSN 4930-287-8293

DRESSER, ABRASIVE WHEEL, HAND: revolving cutter wheel type, 1-1/4 in. dia cutter, w/the following replaceable components:

FSN 5120-223-9952

CUTTERS, ABRASIVE WHEEL DRESSER:

FSN 5120-278-6641

DRESSER, CONTACT POINT: w/sq-ends, 3/8 in. w x 0.025 in. thk x 4-1/4 in. lg overall.

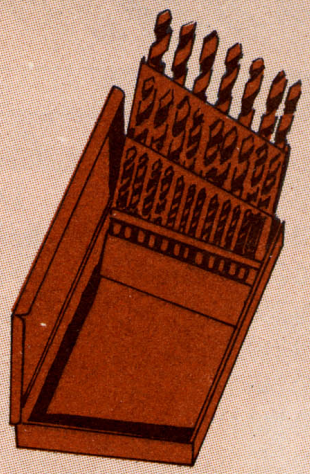
FSN 5345-250-1345 12 in set

DRILL, BREAST: 0 to 1/2 in. cap. range, 2 speeds, w/side hdl & spirit level.

FSN 5110-293-2524

DRILL SET, TWIST: HSS, stght rd shk, fractional series, rh w/case, c/o 1 ea of the following:

FSN 5133-293-0983



	drill dia, in.	fluted lg, in.	lg, in.
FSN 5133-227-9646	1/16	7/8	1-7/8
FSN 5133-227-9647	5/64	1	2
FSN 5133-227-9648	3/32	1-1/4	2-1/4
FSN 5133-227-9649	7/64	1-1/2	2-5/8
FSN 5133-227-9650	1/8	1-5/8	2-3/4
FSN 5133-227-9651	9/64	1-3/4	2-7/8
FSN 5133-227-9652	5/32	2	3-1/8
FSN 5133-227-9653	11/64	2-1/8	3-1/4
FSN 5133-227-9654	3/16	2-5/16	3-1/2
FSN 5133-243-9612	13/64	2-7/16	3-5/8
FSN 5133-227-9656	7/32	2-1/2	3-3/4
FSN 5133-243-9611	15/64	2-5/8	3-7/8
FSN 5133-227-9658	1/4	2-3/4	4
FSN 5133-227-9659	17/64	2-7/8	4-1/8
FSN 5133-227-9660	9/32	2-15/16	4-1/4
FSN 5133-240-8443	19/64	3-1/16	4-3/8
FSN 5133-227-9662	5/16	3-3/16	4-1/2
FSN 5133-243-9613	21/64	3-5/16	4-5/8
FSN 5133-227-9664	11/32	3-7/16	4-3/4
FSN 5133-227-9665	23/64	3-1/2	4-7/8
FSN 5133-227-9666	3/8	3-5/8	5
FSN 5133-227-9667	25/64	3-3/4	5-1/8
FSN 5133-227-9668	13/32	3-7/8	5-1/4
FSN 5133-227-9669	27/64	3-15/16	5-3/8
FSN 5133-227-9670	7/16	4-1/16	5-1/2
FSN 5133-227-9671	29/64	4-3/16	5-5/8
FSN 5133-227-9673	15/32	4-5/16	5-3/4
FSN 5133-227-9674	31/64	4-3/8	5-7/8
FSN 5133-227-9672	1/2	4-1/2	6

PS MORE

EXTRACTOR SET, SCREW: taper type, spiral fluted drill style, carb tool S, c/o 1 ea of the following:

FSN 5120-610-1888

	screw size, in.
FSN 5120-240-5223	0.164 to 0.190
FSN 5120-580-2359	1/4 to 5/16
FSN 5120-240-5221	5/16 to 7/16
FSN 5120-240-5222	7/16 to 9/16
FSN 5120-240-5219	1/2 to 5/8
FSN 5120-240-5220	3/4 to 1
FSN 5120-240-5217	1 to 1-3/8
FSN 5120-242-1118	1-3/8 to 1-3/4
FSN 5120-240-5215	1-3/4 to 2-1/8

FILE, HAND: American patt, 3 sq type, dble-cut, sec-cut faces, 8 in. heel to pt.

FSN 5110-239-7556

FILE, HAND: American patt. fl type, dble-cut bastard faces, sgle-cut bastard edges, 12 in. heel to pt.

FSN 5110-234-6539

FILE, HAND: American patt, half-rd type, dble-cut bastard faces, 10 in. heel to pt.

FSN 5110-241-9153

FILE, HAND: American patt, half-rd type, sm-cut, fl side dble-cut, back side sgle or dble-cut, 8 in. heel to pt.

FSN 5110-241-9152

FILE, HAND: American patt, mill type, sgle-cut sm faces, sgle-cut sm edges, 12 in. heel to pt.

FSN 5110-203-4645

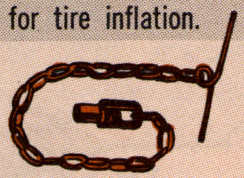
FILE, HAND: American patt, rd type, 1/2 in. dia of largest sec, dble-cut bastard face, 12 in. lg heel to pt.

FSN 5110-234-6557

FILE, THREAD RESTORER: 11, 12, 13, 14, 16, 18, 20, & 24 TPI.

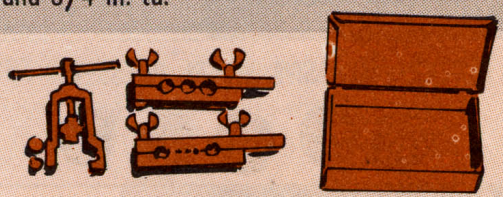
FSN 5110-373-1691

FISHING TOOL, PNEUMATIC TIRE VALVE: w/valve core for tire inflation.



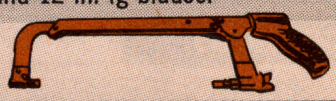
FSN 5120-516-4220

FLARING TOOL, TUBE, HAND: swv cone, hinged dies type, for 1/8 in., 3/16 in., 1/4 in., 5/16 in., 3/8 in., 7/16 in., 1/2 in., 5/8 in., and 3/4 in. tu, 90 deg incl angle of flare produced, w/4 swedging adapter for 3/16 in., 1/4 in., 3/8 in., 1/2 in., 5/8 in., and 3/4 in. tu.



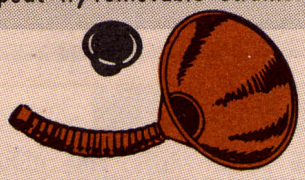
FSN 5120-251-2267

FRAME, HAND HACKSAW: adj open pistol grip hdl, 3 in. to 3-7/8 in. depth of throat, 10 in. and 12 in. lg blades.



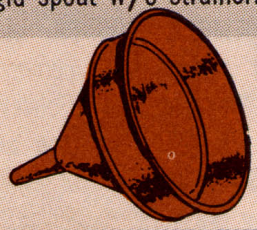
FSN 5110-289-9657

FUNNEL: Steel, glvd fin., 1 qt cap., 8 in. lg flex, tu spout w/removable strainer.



FSN 7240-559-7364

FUNNEL: Steel, zinc coated, 2 qt cap., 2-7/16 in. stght rigid spout w/o strainer.

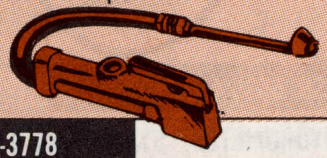


FSN 7240-230-2397

GAGE, DEPTH, TIRE TREAD: 1/32 in. spiral grad, 1 in. depth, 3 in. tread contact pl.

FSN 5210-019-3050

GAGE, TIRE PRESSURE, SELF-CONTAINED: inclosed self-contained ctg indicator, operated by a separate lever, w/deflating position, 10 lb to 120 lb range, 2 lb smallest grad div 10 lb to 40 lb, dual ft chuck including the following replaceable components: (See Below.*)



FSN 4910-522-3778

CARTRIDGE REPLACEMENT, TIRE GAGE, GAGE UNIT:

FSN 4910-895-6176

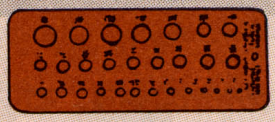
CARTRIDGE, REPLACEMENT, TIRE GAGE, VALVE UNIT:

FSN 4910-895-6175

GAGE, TIRE PRESSURE, SELF-CONTAINED: for general testing, used to check air inflated tires, calibrated 10 to 160 lb, calibrated in 1 lb div from 10 to 60 lb and 5 lb div from 60 to 160 lb, stem calibrated on 2 sides, dual ft chuck, 30 deg mtd angle, 6 in. stght extn, 12-1/2 in. lg overall, w/hang-up ring. (See Below.**)

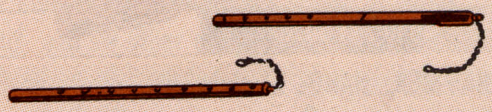
FSN 4910-204-3170

GAGE, TWIST DRILL: fractional series 1/16 in. to 1/2 in. incl by 64th in., 6-1/4 in. lg x 2-3/8 in.



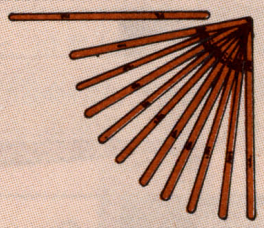
FSN 5210-273-9865

GAGE, WHEEL ALIGNMENT: toe-in and toe-out type, spdl mtd and spg hook mtd, using wheel felloe as ref pt, w/level vials.



FSN 5210-529-1205

GAGE STOCK SET, THICKNESS: 11 blades 12 in. lg x 1/2 in. w, thk 0.0015 in., 0.002 in., 0.003 in., 0.004 in., 0.005 in., 0.006 in., 0.007 in., 0.008 in., 0.010 in., 0.012 in., & 0.015 in.



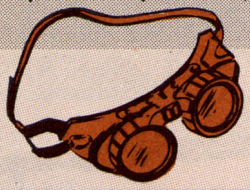
FSN 5210-267-3095

**Use this tire gage (4910-522-3778) until it's no longer economically repairable. Will be replaced by Inflator-Gage, Pneumatic Tire, FSN 4910-204-2547.* (See Page 55)

***The issue of additional gages is authorized at the ratio of one per group of eight wheeled vehicles, including trailers, and/or fractional quantities thereof, as authorized by your TOE.*

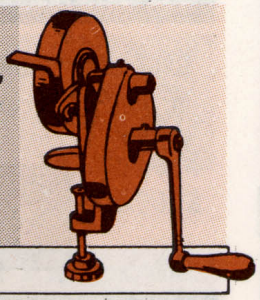
PS MORE

GOGGLES, INDUSTRIAL: plastic, w/eye cups, ventilated, adj nose bridge, 1 lens ea aperture, clear glass lens, not polarized, rd, hardened, 50mm dia, headband supported, to be worn over personal spectacles, w/o carrying case.



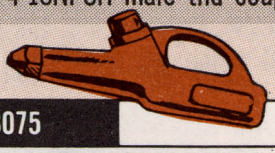
FSN 4240-269-7912

GRINDING MACHINE, BENCH, HAND OPERATED: hv-duty utility type, 6 in. dia x 1-1/4 in. thk wheel.



FSN 3415-241-3116

GUN, AIR BLOW: stght design, finger grip hdl, button operated, w/hang-up hook, removable tip, 1/4-18NPSH male thd coupling.



FSN 4940-241-3075

HAMMER, HAND: blacksmith's, cross peen, 3 lb hd wt.

FSN 5120-242-3915

HAMMER, HAND: carpenter's, nailing, curved claw, 16 oz hd wt.

FSN 5120-223-9124

HAMMER, HAND: sledge, blacksmith's, cross peen, 12 lb hd wt.

FSN 5120-224-4130

HANDLE, FILE, WOOD: 1-1/4 in. dia x 4-1/2 in. lg overall, med size.

(Use with files you see on page 52).

FSN 5110-263-0349 — 6 in set

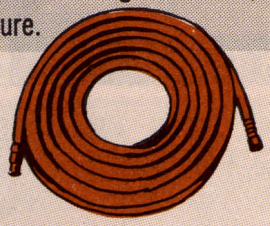
HANDLE, SOCKET WRENCH: hinged type, 1/2 in. drive end, 12-15/16 in. lg overall.

FSN 5120-221-7958

HOLDING TOOL, VALVE, TIRE REPAIR:

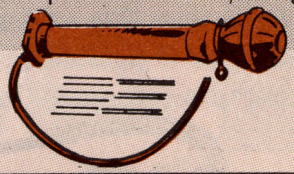
FSN 5120-223-9346

HOSE ASSEMBLY, RUBBER: air, sm bore, natural or syn-ru inner conveying surface, 2 cot-brd, black molded ru cover, 1/4 in. id, 21/32 in. od, 25 ft lg hose excel fittings, 1/4-18NPSH br female fitting on ea end, 150 psi working pressure.



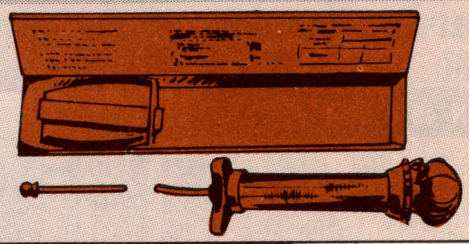
FSN 4730-356-8557 — 3 in set

HYDROMETER, SYRINGE, ANTIFREEZE: for multisolution testing, 2-float type, 1 bbl, w/thermometer, minus 60 deg F. to plus 160 deg F. temp range, w/conversion table & additional protection chart, integral type, w/case.



FSN 6630-449-6609 — 2 in set

HYDROMETER, SYRINGE, BATTERY: sgle-bbl, w/thermometer and correction scale an integral part, specific gravity range 1.150 to 1.350, minus 65 to plus 165 deg F. temp range, automotive and other.

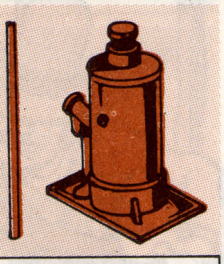


FSN 6630-171-5126 — 2 in set

INFLATOR GAGE, PNEUMATIC TIRE: exposed bare indicator, w/deflating position, calibrated 10 to 120 lb range, 2 lb smallest grad div 10 to 40 lb, dual ft chuck. (See note * on page 53).

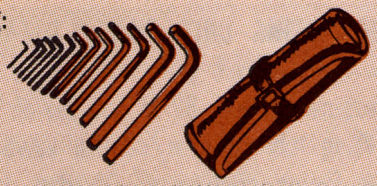
FSN 4910-204-2547

JACK, HYDRAULIC, HAND: self-contained, 12 ton cap., 11-1/4 in. closed h, 16-1/4 in. extended h, sgle pump, w/screw extn.



FSN 5120-224-7330

KEY SET, SOCKET HEAD SCREW: hex type, L-type hdl, 13 keys, w/ro, c/o 1 ea of the following:



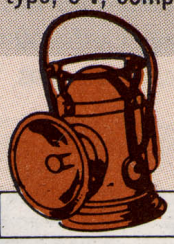
FSN 5120-204-0972

	w across flats, in.	lg arm, in.
FSN 5120-198-5401	0.050	1-21/32
FSN 5120-198-5398	1/16	1-3/4
FSN 5120-224-2504	5/64	1-7/8
FSN 5120-242-7410	3/32	2
FSN 5120-240-5292	1/8	2-1/4
FSN 5120-198-5392	5/32	2-1/2
FSN 5120-240-5300	3/16	2-3/4
FSN 5120-242-7411	7/32	3
FSN 5120-224-4659	1/4	3-1/4
FSN 5120-240-5274	5/16	3-3/4
FSN 5120-198-5390	3/8	4-1/4
FSN 5120-198-5391	1/2	5-1/4
FSN 5120-240-5268	9/16	5-3/4

KNIFE, CRAFTSMAN'S: taper pt, 4 in. blade lg clear of hdl.

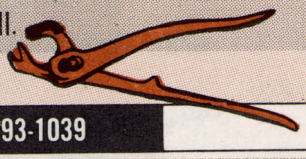
FSN 5110-268-3882

LANTERN, ELECTRIC: hand type, 6 v, complete w/bulb.



FSN 6230-498-9408

LIFTER-SCRAPER, BATTERY TERMINAL: 10-1/2 in. lg overall.

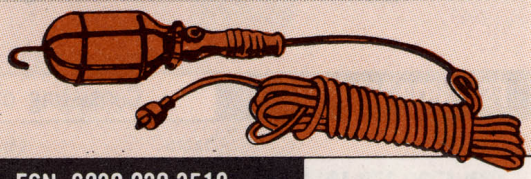


FSN 5120-293-1039

LIGHT, EXTENSION: 2 cond 16 AWG cable 20 ft lg, w/btry clips 1 end, lampholder, guard, hook, reflector, ru hdl, & sw other end, 25 w lamp, acid, alkali, & water resistant type S.

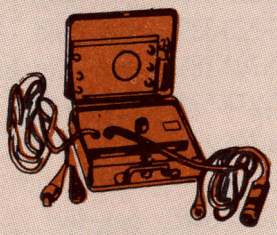
FSN 6230-268-9436 — 2 in set

LIGHT, EXTENSION: 25 ft lg 2 cond type SO 16 AWG cable, w/2 parallel blade plug connector 1 end, lampholder, guard, hook, reflector, ru hdl, and sw other end, 100 w med screw base lamp accommodated.



FSN 6230-239-3518

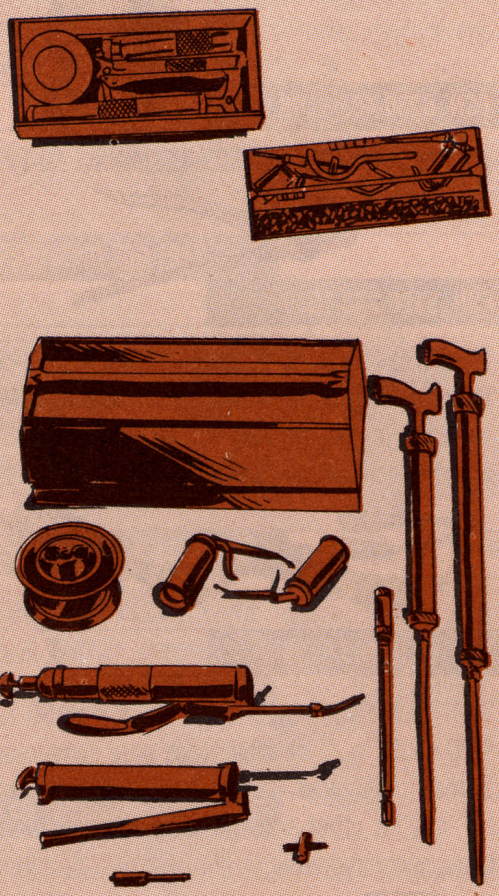
LIGHT, IGNITION TIMING: 3 lead type, 6/12/24 v btry reqd, xenon flash tu element w/plain lens & syn-ru cylindrical case, 10 ft lg pos, 10 ft lg neg, & 5 ft lg h tension leads w/spg clip term., in carrying case 5 in. h x 10 in. w x 9 in. lg.



FSN 4910-500-2135

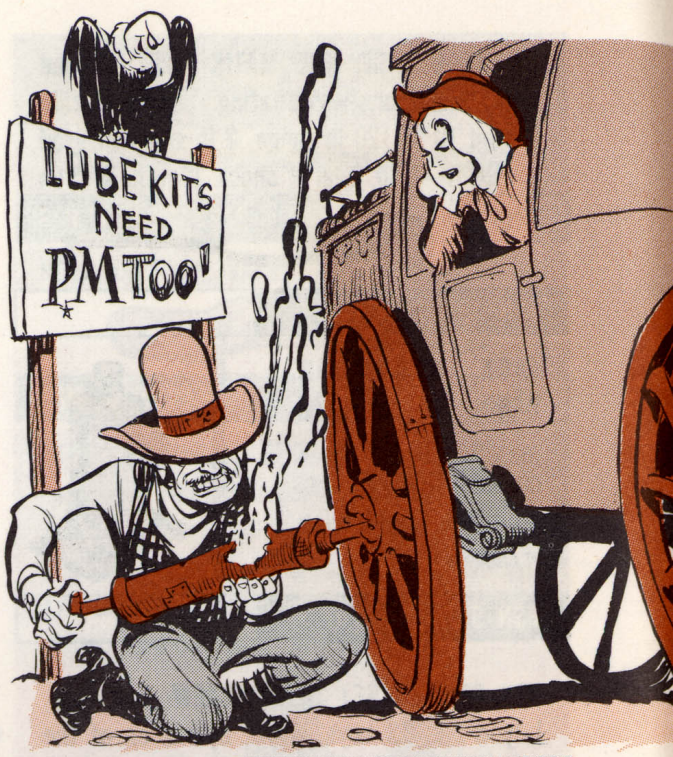
PS MORE

LUBRICATING KIT: c/o 1 adpt, 1 bx, 1 coupling, 1 extn, 50 elbows, 100 fittings, 2 lubr guns, 2 oil guns, 1 lubr, 2 oilers, & 1 tool.

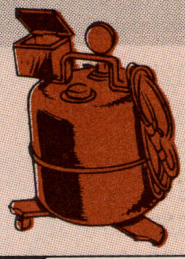


FSN 4930-357-6301 Consisting of:

	name	qty.
FSN 4730-278-4814	elbow, body, 90°	25
FSN 4730-278-4216	elbow, body, 45°	25
FSN 4730-050-4208	fitting, lubrication	100
FSN 4930-204-2550	adapter, rigid	1
FSN 4930-387-9570	adapter, flexible	1
FSN 4930-387-9491	coupler, hydraulic	1
FSN 4930-253-2478	grease gun	2
FSN 4930-223-3390	gun, fluid, 6 oz	1
FSN 4930-223-3392	gun, fluid, 11 oz	1
FSN 4930-704-1852	lubricator, bearing	1
FSN 4930-274-5713	oiler, hand	2
FSN 5120-246-2311	tool, fitting, lubrication	1
FSN 5140-357-5483	box, tool	1
FSN 5340-205-5517	padlock	1



LUBRICATING UNIT, POWER OPERATED: air operated, grease pressure dev 40 times air pressure applied, 80 to 150 psi air pressure, 6 ft lg lubr hose w/control valve and hyd lubr fitting coupler, 60 lb cap. lubr tank, dolly or chassis mtd.



FSN 4930-720-4849

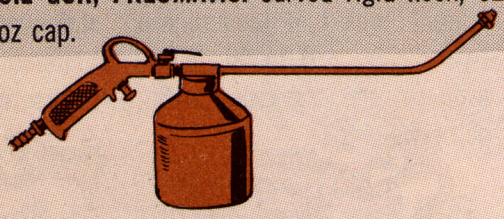
MEASURE, LIQUID: Steel, 2 qt cap., w/flex. spout & flow control valve, vitreous enamel finish.

FSN 7240-255-8113 2 in set

MEASURE, LIQUID: Steel, 8 qt cap., w/flex. spout & flow control valve, vitreous enamel finish.

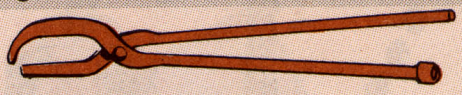
FSN 7240-255-5996

OIL GUN, PNEUMATIC: curved rigid neck, 32 oz cap.



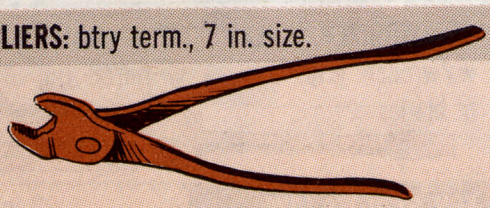
FSN 4930-222-2975

PLIERS, BRAKE REPAIR: comb. tool, hyd and mechanical brake springs, replaceable S hook, w/socket and guide end handles, 13-1/4 in. lg.



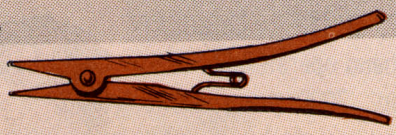
FSN 5120-690-8044

PLIERS: btry term., 7 in. size.



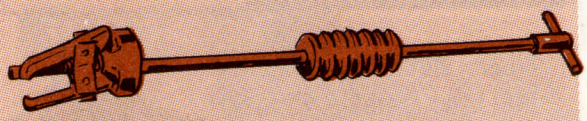
FSN 5120-248-9407

PLIERS, RETAINING RING: snap ring, formed tips.



FSN 5120-595-9551

PULLER KIT, MECHANICAL: univ type, rvrs slide hammer type, 2 & 3 jaw 0 to 8-3/4 in. outside range, 1 in. to 6-3/4 in. inside range.



FSN 5120-313-9496 Consisting of:

FSN 5120-313-9502
1 crossarm puller ..... 6 in. lg

FSN 5120-313-9504
3 jaws, inside .....3-13/64 in. lg

FSN 5120-313-9505
3 jaws, inside ..... 4-9/16 in. lg

FSN 5120-313-9506
3 jaws, outside ..... 4-19/32 in. lg

FSN 5120-313-9507
3 jaws, outside ..... 7-23/32 in. lg

FSN 5120-313-9508
1 jaw, single ..... 2-15/16 in. lg

FSN 5120-340-2010
3 jaws, single ..... 4-43/64 in. lg

FSN 5120-357-6278
3 jaws, puller ..... 3-1/2 in. lg

FSN 5120-313-9499
1 nut, knurled ..... 2-1/2 in. dia

FSN 5120-313-9501
3 pins

FSN 5120-313-9498
1 slide hammer ..... 4 in. lg

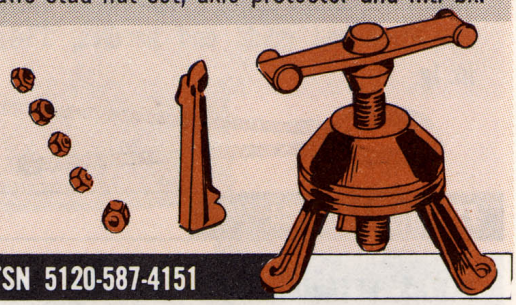
FSN 5120-313-9497
1 rod ..... 24 in. lg

FSN 5120-313-9500
1 yoke ..... 2-1/2 in. dia

FSN 5120-357-9244
1 yoke ..... 2-1/2 in. w

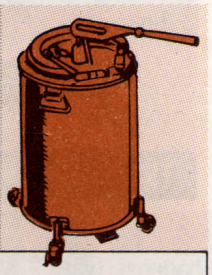
PS MORE

PULLER KIT, MECHANICAL: wheel, w/short jaws stud nut set, axle protector and mtl bx.



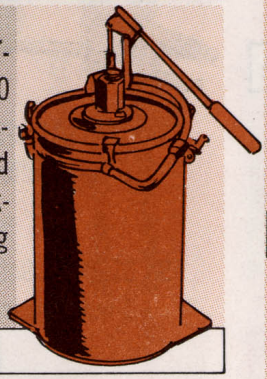
FSN 5120-587-4151

PUMP, BUCKET, LUBRICATING: hand operated, 25 to 50 lb cap., 7000 psi pressure, 1/5 oz per stroke, w/10 ft lg hose, hyd coupler, w/leakproof cover & follower pl.



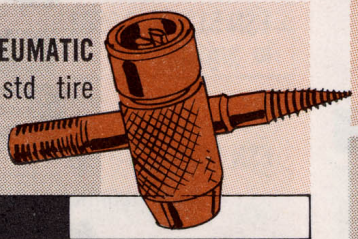
FSN 4930-244-4859

PUMP, BUCKET, LUBRICATING: hand operated, 25 to 50 lb lubricant, 1500 psi pressure, w/5 ft lg hose and goose-neck nozzle, w/leakproof cover & loader fitting for grease gun.



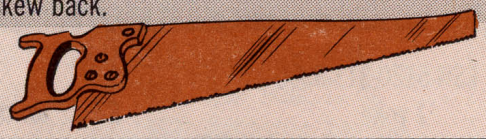
FSN 4930-244-4860

REPAIR TOOL, PNEUMATIC TIRE VALVE: (for std tire valve.)



FSN 5120-308-3809

SAW, HAND, CROSSCUT: 26 in. lg blade 6-1/2 in. w at butt, 1-1/2 in. w at pt, 8 pts per in., skew back.



FSN 5110-596-0921

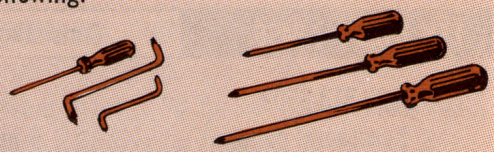
SCALE, DIAL, INDICATING: weighing, hanging type, 1 hook type load receiver, stght face type dial grad 0 to 50 lb in 1 lb intervals, avdp system, spg type mech, w/o counterpoise weight.

FSN 6670-254-4634

SCREWDRIVER, FLAT TIP: plastic hdl, w/wrench grip, 3/8 in. w flared tip, 8 in. lg blade.

FSN 5120-278-1279 — 2 in set

SCREWDRIVER SET, CROSS TIP, STRAIGHT AND OFFSET: Phillips type no. 1, 2, 3, and 4 size tips, plastic handles, c/o 1 ea of the following:



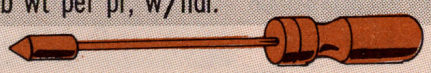
FSN 5120-580-0334

	tip no.	blade lg, in.	type
FSN 5120-240-8716	1	3	cross tip
FSN 5120-234-8913	2	4	cross tip
FSN 5120-234-8912	3	6	cross tip
FSN 5120-224-7375	4	8	cross tip
FSN 5120-256-9014	1 & 2	4-3/4	offset
FSN 5120-242-3268	3 & 4	6	offset

SHEARS, BENT TRIMMER'S: S blade & hdl, w/2 sharp pointed blade ends 12 in. lg overall.

FSN 5110-203-9642

SOLDERING IRON, NONELECTRIC: cop. py pt, 1 lb wt per pr, w/hdl.

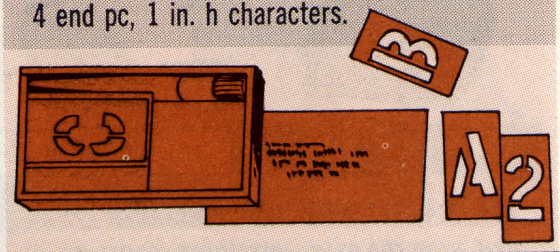


FSN 3439-224-7509 — 2 in set

SOLDERING IRON, NONELECTRIC: cop. py pt, 2 lb wt per pr, w/hdl.

FSN 3439-266-9549 — 2 in set

STENCIL SET, MARKING: 45 adj mtl stencils, letters A thru Z, numerals 0 thru 9, 1 ampersand, apostrophe, comma, period, spacer & 4 end pc, 1 in. h characters.



FSN 7520-298-7043

STENCIL SET, MARKING: 45 adj mtl stencils, letters A thru Z, numerals 0 thru 9, 1 ampersand, apostrophe, comma, period, spacer & 4 end pc, 2 in. h characters.

FSN 7520-298-7044

STENCIL SET, MARKING: 45 adj mtl stencils, letters A thru Z, numerals 0 thru 9, 1 ampersand, apostrophe, comma, period, spacer & 4 end pc, 3 in. h characters.

FSN 7520-272-9683

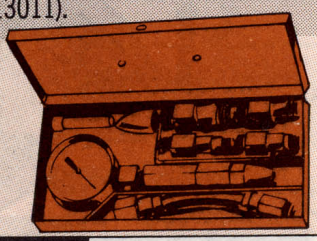
STENCIL SET, MARKING: 45 adj mtl stencils, letters A thru Z, numerals 0 thru 9, 1 ampersand, apostrophe, comma, period, spacer, & 4 end pc, 4 in. h characters.

FSN 7520-269-9012

STONE, SHARPENING: comb. type, syn, aloxide, or silicon carbide, oil-treated, coarse & fine grit, 6 in. lg x 2 in. x 1 in. thk overall.

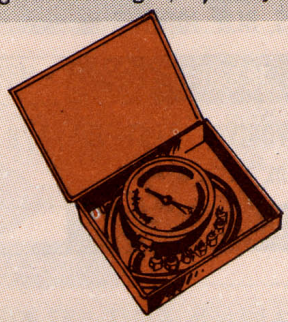
FSN 5345-198-8050

TESTER, CYLINDER, COMPRESSION: direct type (Spec MIL-T-13011).



FSN 4910-250-2423

TESTER, INTERNAL COMBUSTION ENGINE: unmounted, for testing manifold vacuum & fuel pump pressure, 0 to 8 lb pressure & 0 to 27 in. vacuum ga scale ranges, w/carrying case.



FSN 4910-255-8673 2 in set

TIRE IRON: 18 in. lg overall (Herbrand, 1127, or equal).

FSN 5120-422-8558

TIRE IRON: curved bead breaker, 33 in. lg overall.

FSN 5120-580-8924

TIRE IRON: curved fl type, 24 in. lg overall.

FSN 5120-277-4071 2 in set

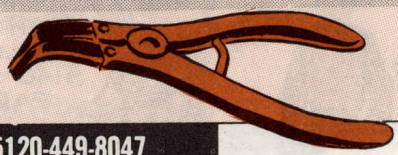
TIRE IRON: dble end type, 18 in. lg overall.

FSN 5120-449-7073 2 in set

TIRE IRON: lock ring, 40 in. lg overall.

FSN 5120-765-8536

TIRE PROBING TOOL: manual compression type, curved jaw, 6 in. lg overall.



FSN 5120-449-8047

PS MORE

TOOL KIT, AUTOMOTIVE ELECTRICAL: c/o 1 ea of the following:

FSN 5180-422-8594

PLIERS, SLIP JOINT: 5 in. size

FSN 5120-540-2464

SCREWDRIVER, FLAT TIP: 1/8 in. w flared tip, 2 in. lg blade.

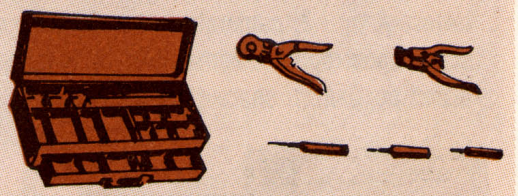
FSN 5120-236-2140

ROLL
WRENCH, OPEN END, FIXED

FSN 5140-708-3431

	opngs, in.	deg of angle. small hd	deg of angle. large hd
FSN 5120-277-3414	13/64 & 15/64	15	60
FSN 5120-277-8310	13/64 & 15/64	60	15
FSN 5120-277-8308	7/32 & 1/4	15	60
FSN 5120-277-8309	7/32 & 1/4	60	15
FSN 5120-277-8311	9/32 & 5/16	15	60
FSN 5120-277-8312	9/32 & 5/16	60	15
FSN 5120-277-8313	11/32 & 3/8	15	60
FSN 5120-277-8314	11/32 & 3/8	60	15
FSN 5120-596-4421	7/16 & 1/2	15	60

TOOL KIT, ELECTRICAL CONNECTOR



FSN 5180-708-3423 Consisting of:

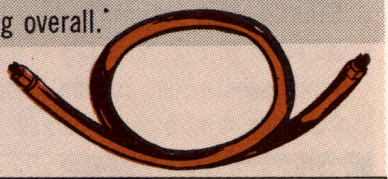
FSN 5140-772-9655 CASE, METAL

FSN 5120-596-9313 CRIMPING TOOL, Terminal, Hand: 22 thru 10 AWG wire size accommodated.

	REMOVER Dia. In.
FSN 5120-797-8495	0.063
FSN 5120-797-8494	0.120
FSN 5120-391-1710	0.187

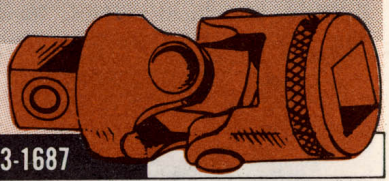
FSN 5110-268-4224 Stripper, Wire Hand: 22 to 8 AWG Stripping Range Capacity

TUBE, BLEEDER, HYDRAULIC BRAKE: 2 connections 1/4-28 thd 1 end, 10-32 thd other end, 18 in. lg overall.



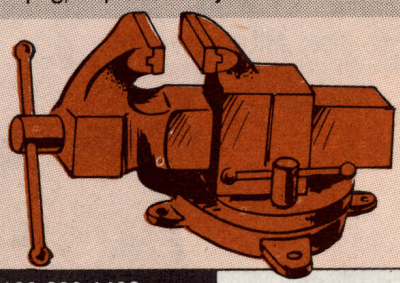
FSN 4910-255-8219 2 in set

UNIVERSAL JOINT, SOCKET WRENCH: 3/4 in. sq end.



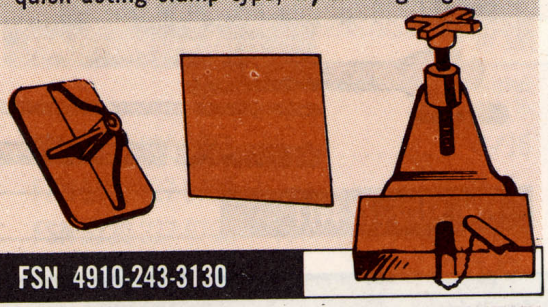
FSN 5120-243-1687

VISE, MACHINIST'S: swv-base, 4 in. w jaw, 6 in. jaw opng, replaceable jaw faces.



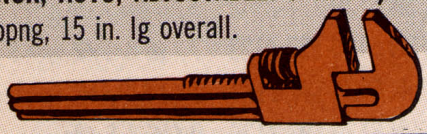
FSN 5120-293-1439

VULCANIZER, HOT PATCH: bench or wall mtd, quick acting clamp type, w/tu roughing tool.



FSN 4910-243-3130

WRENCH, AUTO, ADJUSTABLE: 0 to 3-5/8 in. jaw opng, 15 in. lg overall.



FSN 5120-264-3793 — 2 in set

WRENCH, BOX: angular offset dble-hd type, 1-1/16 in. & 1-1/8 in. 12 pt opngs, 15 in. lg overall.

FSN 5120-228-9521 — 2 in set

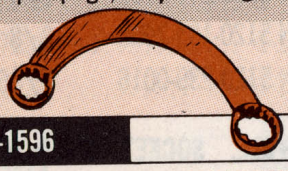
WRENCH, BOX: angular offset dble-hd type, 1-1/4 in. & 1-3/8 in. 12 pt opngs, 18 in. lg overall.

FSN 5120-184-8677

WRENCH, BOX: dble-offset dble-hd type, 1-1/4 in. and 1-5/16 in. 12 pt opngs, 17-3/8 in. lg overall, reg. lg.

FSN 5120-264-5212

WRENCH, BOX: half moon dble-hd type, 9/16 and 5/8 in. 12 pt opngs, 6-1/2 in. lg overall.

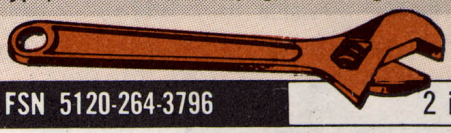


FSN 5120-222-1596

WRENCH, OPEN END, ADJUSTABLE: sgle-hd type, 0 to 1.135 in. opng, 10 in. lg overall.

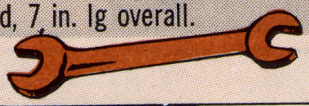
FSN 5120-449-8083 — 2 in set

WRENCH, OPEN END, ADJUSTABLE: sgle-hd type, 0 to 1.322 in. opng, 12 in. lg overall.



FSN 5120-264-3796 — 2 in set

WRENCH, OPEN END, FIXED: dble-hd type, 15 deg angle, 7/16 in. & 1/2 in. opngs, 3/16 in. thk hd, 7 in. lg overall.



FSN 5120-184-8620 — 2 in set

WRENCH, OPEN END, FIXED: dble-hd type, 15 deg angle, 9/16 in. & 5/8 in. opngs, 3/16 in. thk hd, 7-3/4 in. lg overall.

FSN 5120-184-8621 — 2 in set

WRENCH, OPEN END, FIXED: dble-hd type, 15 deg angle, 1-7/16 in. & 1-5/8 in. opngs, 41/64 in. thk hd, 17 in. lg overall.

FSN 5120-277-2326

WRENCH, PIPE: adj jaw style, Stillson patt, 1/4 in. to 1 in. ips, 10 in. lg overall.

FSN 5120-277-1485 — 2 in set

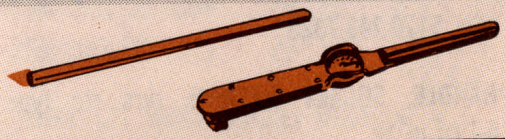
WRENCH, PIPE: adj jaw style, Stillson patt, 1 in. to 2 in. ips, 18 in. lg overall.

FSN 5120-277-1461

WRENCH, SPANNER: adj hook type, fixed pivot pt, 3/4 in. to 2 in. circle dia, 11/32 in. thk hook.

FSN 5120-288-6468

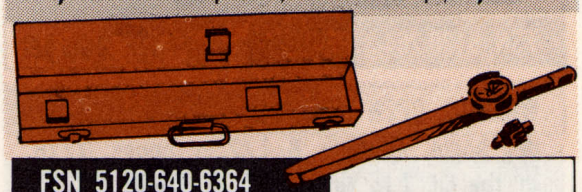
WRENCH, TORQUE: rigid frame end drive style, w/visual dial indicating tor mech, 3/4 in. male sq-drive, 0 to 600 ft-lb cap., w/case.



FSN 5120-221-7983

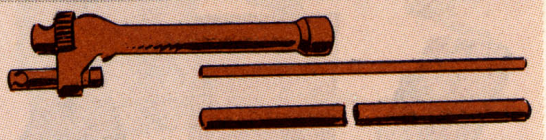
PS MORE

WRENCH, TORQUE: rigid frame end drive style, w/rtc adpt, w/visual dial indicating tor mech, 1/2 in. male sq-drive, 175 ft-lb cap., w/case.



FSN 5120-640-6364

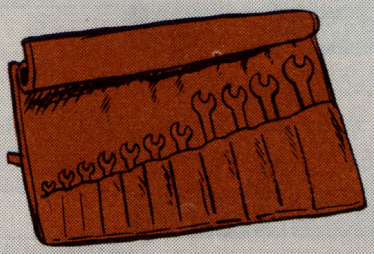
WRENCH, WHEEL STUD NUT, GEARED SOCKET: 36 in. tubr hdl, 20 in. bar hdl.



FSN 5120-378-4411

WRENCH SET, OPEN END, FIXED: dble-hd type, 15 deg angle of hd, w/ro, c/o 1 ea of the following:

FSN 5120-317-8068 — 2 in set



	opngs, in.	lg, overall, in.
FSN 5120-277-2342	3/8 & 7/16	4-1/8
FSN 5120-187-7123	7/16 & 1/2	5
FSN 5120-187-7124	1/2 & 9/16	5-1/2
FSN 5120-187-7126	9/16 & 5/8	6
FSN 5120-277-8301	5/8 & 11/16	7
FSN 5120-224-3102	5/8 & 3/4	7
FSN 5120-240-5609	3/4 & 7/8	8-3/8
FSN 5120-187-7131	7/8 & 15/16	10
FSN 5120-277-2693	15/16 & 1-1/16	10-1/2
FSN 5120-187-7133	1 & 1-1/8	10-3/4

WRENCH SET, SOCKET: 1/4 in. sq-drive, hex and 8 pt opngs, c/o 1 ea of the following:

FSN 5120-203-9573

CASE:
FSN 5120-357-5468

EXTENSION SOCKET WRENCH: 2 in. lg (solid)
FSN 5120-227-8105

EXTENSION, SOCKET WRENCH: 6 in. lg (solid)
FSN 5120-243-7325

HANDLE, SOCKET WRENCH: rvrs rtc type, 4-1/4 in. lg.
FSN 5120-221-7957

	socket size, in.	type
FSN 5120-236-2262	3/16	hex
FSN 5120-236-2263	7/32	hex
FSN 5120-236-2264	1/4	hex
FSN 5120-189-7906	1/4	8 pt
FSN 5120-242-3345	9/32	hex
FSN 5120-232-5703	5/16	hex
FSN 5120-189-7907	5/16	8 pt
FSN 5120-232-5704	11/32	hex
FSN 5120-241-3186	3/8	hex
FSN 5120-189-7908	3/8	8 pt
FSN 5120-239-0016	7/16	hex

HANDLE, SOCKET WRENCH: hinged type, 5-7/16 in. lg.
FSN 5120-221-7960

UNIVERSAL JOINT, SOCKET WRENCH: 1/4 in. end size.
FSN 5120-243-1686

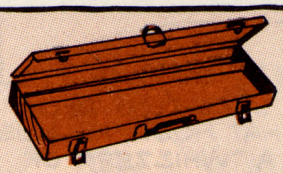
WRENCH SET, SOCKET: 3/8 in. sq-drive, 12 pt opngs, w/case, c/o 1 ea of the following:

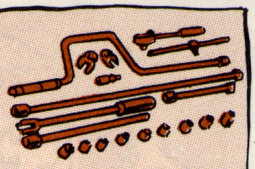
FSN 5120-449-8200 2 in set

	socket size, in.
FSN 5120-232-5711	5/16
FSN 5120-227-6702	3/8
FSN 5120-227-6703	7/16
FSN 5120-237-0977	1/2
FSN 5120-227-6704	9/16
FSN 5120-237-4973	5/8
FSN 5120-232-5706	11/16
FSN 5120-227-6705	3/4

BIT, SCREWDRIVER: 1-1/4 in. lg.
FSN 5120-243-7332

CROWFOOT ATTACHMENT, SOCKET WRENCH
FSN 5120-184-8384





CROWFOOT ATTACHMENT, SOCKET WRENCH
FSN 5120-184-8397

EXTENSION, SOCKET WRENCH:

	lg. in.
FSN 5120-227-8107	6
FSN 5120-243-1693	9
FSN 5120-273-9205	18

HANDLE, SOCKET WRENCH:

	lg. in.
FSN 5120-240-5364	6
FSN 5120-241-3143	7
FSN 5120-240-5396	8-1/2
FSN 5120-237-4969	16

UNIVERSAL JOINT, SOCKET WRENCH:
FSN 5120-224-9215

WRENCH SET, SOCKET: 1/2 in. sq-drive, 12 pt opngs, deep style, w/case, c/o the following:

FSN 5120-596-8622

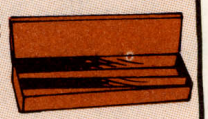
	socket size, in.
FSN 5120-243-7351	1/2
FSN 5120-243-7348	9/16
FSN 5120-235-5898	5/8
FSN 5120-243-7346	11/16
FSN 5120-242-3349	3/4
FSN 5120-243-7345	13/16
FSN 5120-243-7342	7/8
FSN 5120-243-7343	15/16
FSN 5120-243-7340	1
FSN 5120-243-7341	1-1/16
FSN 5120-243-7339	1-1/8

WRENCH SET, SOCKET: 3/4 in. sq-drive, 12 pt opngs, w/case, c/o 1 ea of the following:

FSN 5120-204-1999

	socket size, in.
FSN 5120-181-6816	7/8
FSN 5120-181-6813	15/16
FSN 5120-237-0989	1
FSN 5120-189-7928	1-1/16
FSN 5120-239-0021	1-1/8
FSN 5120-235-5871	1-1/4
FSN 5120-232-5681	1-5/16
FSN 5120-189-7931	1-7/16
FSN 5120-293-0094	1-1/2
FSN 5120-189-7910	1-9/16
FSN 5120-199-7765	1-5/8
FSN 5120-199-7768	1-13/16
FSN 5120-199-7769	1-7/8
FSN 5120-199-7770	2

EXTENSION, SOCKET WRENCH:

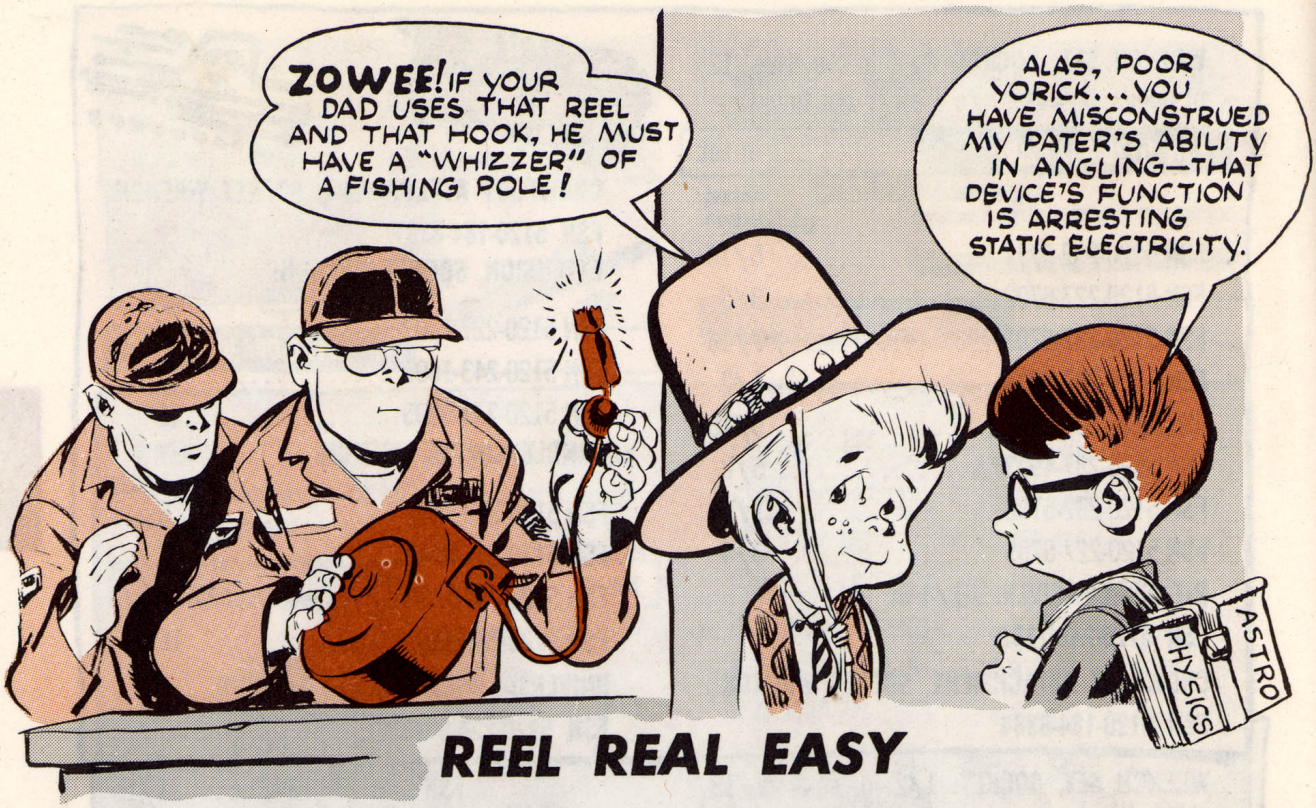


	lg, in.
FSN 5120-273-9208	3
FSN 5120-243-7328	8
FSN 5120-227-8079	16

HANDLE, SOCKET:

	lg, in.
FSN 5120-249-1076	18
FSN 5120-240-5368	18-1/2
FSN 5120-221-7959	20-3/8

UNIVERSAL JOINT, SOCKET WRENCH:
FSN 5120-243-1687 ..... 3/4 in. end size



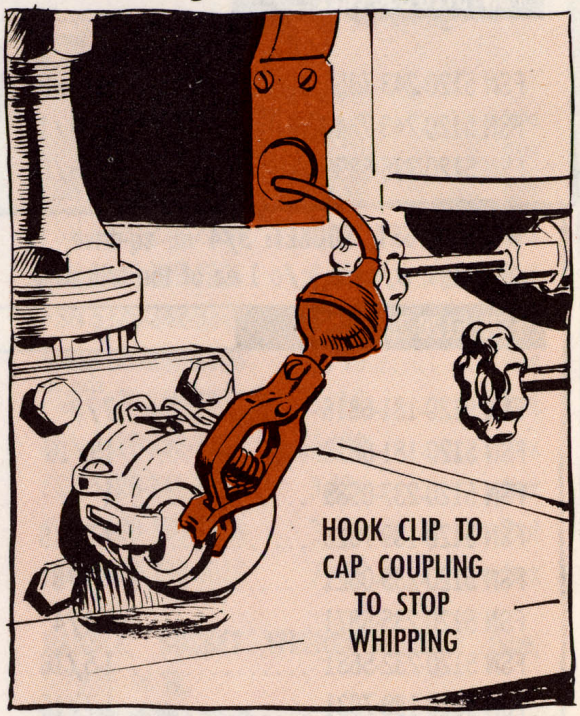
REEL REAL EASY

Even when repair parts for your M49C tank truck's static reel get into the supply system, there'll be no excuse for mistreatin' it.

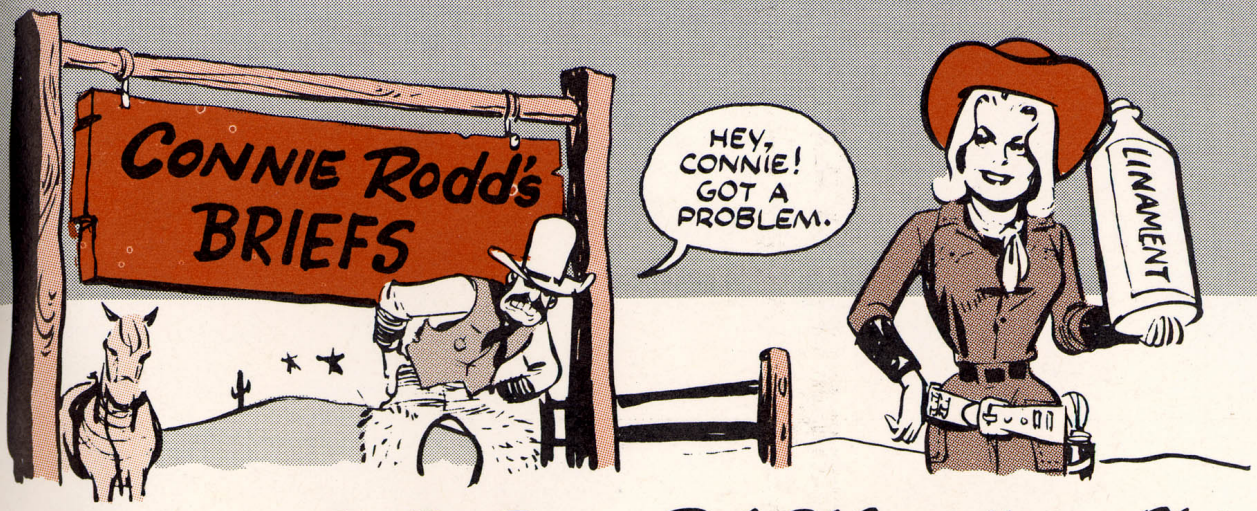
The ground cable that comes off the reel is important in equalizing static electricity between your tanker and whatever you're puttin' fuel into so there'll be no sparks igniting fumes from the fuel.

So when you let the reel rewind the cable, let 'er in easy. If you let 'er fly back, you're going to wind up with a busted cable or with a reel that won't let the cable out or won't take it back in. And while you're easin' the cable back in, let 'er run through a rag so it won't carry grit and other junk into the reel's innards.

You've probably noticed, too, that the weight of the stop ball and alligator clip tend to make the cable end hang down away from the reel outlet hole. Then, when you're traveling, it whips around and gets chewed up.



If the cable's already chewed up, it's not much of a job to take a fresh bite up on the cable by moving the ball and clip up a bit.



Weapons Go PinPoint

Get DA Circular 310-42 (3 Sep 65) for the scoop on artillery, small arms and sighting and fire control equipment pubs going on pinpoint distribution.

DA FORM 12-40—ARTILLERY AND SMALL ARMS

DA FORM 12-41—SIGHTING AND FIRE CONTROL EQUIPMENT

Get your forms in to the St. Louis pubs center by 20 Nov 65 for fastest service.

EIR Digest

The Electronics Command EIR and Maintenance Digest will wear a new official number next time around. Instead of the TB SIG 363-series designation, the electronics digest is coming out as TB 750-101 (27 Jul 65).

PS Back Issues Going Fast

The only available back issues of PS Magazine are listed below. Drop a note to PS Magazine, Fort Knox, Kentucky 40121 for those you need. Here's whats left: PS Issues 1, 5, 6, 14, 18, 136, 137, 138, 139, 140, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154 and 155.

RL-31 Installation Kit

Been looking for the installation kit that puts the RL-31 reel unit in the M151 quarter-ton? Take a peek at page 2 of SB 11-131 (Sep 63). You'll find the kit under FSN 3895-957-3890.

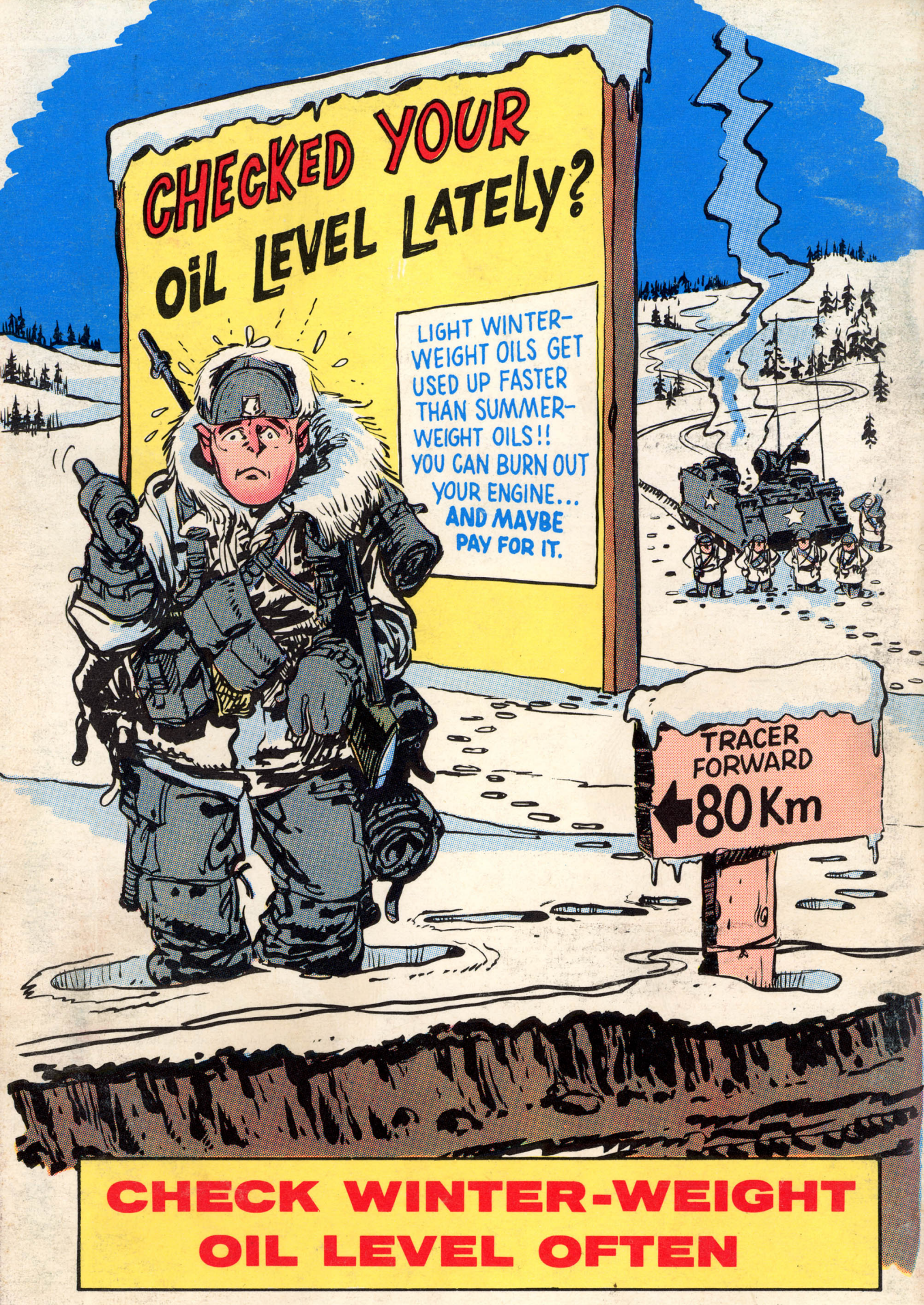
A Handsome Tip

Barking dogs don't bite? Nuts! If you're tossing M116 hand grenade simulators on maneuvers, take a tip from Change 8 to TM 9-1370-200 (Dec 58) and wear a leather glove on your pitching hand. These simulators have been known to go off ahead of time. Any of these gloves will do: Line Number 528480 (FSN 8415-268-8302 thru 07); or Line Number 528520 (FSN 8415-160-0889). You'll find 'em all in Supply Catalog C8405/25-ML-A (1 Oct 65).

Final Drive for Carriers

Need a final drive for an M113 personnel carrier, an M577 command post vehicle or an M106 mortar carrier? The right FSN for the final drive assembly is FSN 2520-895-9164. You might wanta jot this on page 166 of your TM 9-2300-224-20P/3 (Nov 64).

Would You Stake Your Life *right now* on the Condition of Your Equipment?


CHECKED YOUR OIL LEVEL LATELY?
LIGHT WINTER-WEIGHT OILS GET USED UP FASTER THAN SUMMER-WEIGHT OILS!! YOU CAN BURN OUT YOUR ENGINE... AND MAYBE PAY FOR IT.
TRACER FORWARD
80 Km
CHECK WINTER-WEIGHT OIL LEVEL OFTEN